

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.



N. LAZARUS.
Hong Kong's Only European
Optician.
Established Over Forty Years.
Manager—RALPH A. COOPER
Registered Optometrist (Canada).

No. 21,499 號玖拾玖百肆仟壹萬貳第

日捌初月伍年卯丁

HONG KONG,

TUESDAY, JUNE 7th, 1927.

式拜禮

日柒月陸年七廿百九仟壹英

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	O.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.15	10.30	11.00	11.15	12.25	1.35	2.45	3.55	4.20
Yau Ma Tei ...Dep.	6.50	8.15	8.40	9.25	10.40	11.10	11.25	12.35	1.45	2.55	4.05	4.30
Shatin ...Dep.	7.00	8.25	8.50	9.35	10.50	11.20	11.35	12.45	1.55	3.05	4.15	4.40
Tai Po ...Dep.	7.10	8.35	9.00	9.45	11.00	11.30	11.45	12.55	2.05	3.15	4.25	4.50
Tai Po Market ...Dep.	7.20	8.45	9.10	9.55	11.10	11.40	11.55	13.05	2.15	3.25	4.35	5.00
Fanning ...Dep.	7.30	8.55	9.20	10.05	11.20	11.50	12.05	13.15	2.25	3.35	4.45	5.10
Shum Shue ...Dep.	7.40	9.05	9.30	10.15	11.30	12.00	12.15	13.25	2.35	3.45	4.55	5.20
Shum Shue ...Arr.	7.45	9.10	9.35	10.20	11.35	12.05	12.20	13.30	2.40	3.50	5.00	5.25
Canton ...Arr.	7.50	9.15	9.40	10.25	11.40	12.10	12.25	13.35	2.45	3.55	5.05	5.30

SHA TAU KOK RAILWAY.

	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	11.30	2.20	3.20	6.25	7.20	8.20
Shataukok ...Dep.	8.40	12.25	3.15	4.15	7.20	8.15	9.15
Shataukok ...Arr.	8.30	10.15	1.05	2.05	5.05	6.05	7.05
Fanning ...Arr.	7.25	11.10	2.00	3.00	6.00	7.00	8.00

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. The Orient & S.S. Co., Ltd., HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hong Kong: Daily, at 1 A.M. & 8 A.M. (Sundays only).
Sailings from Canton: Daily, at 8 A.M. & 3 P.M. (Sundays only).
The 3 m.m. Steamer from Canton (SUNDAY EXCEPTED) on arrival in Hong Kong berths at Wing Lok Street Wharf. All Steamers will, as usual, leave for Canton from the Hong Kong Wharf.

MACAO LINE.

FROM HONG KONG: 5 A.M. and 2 P.M. (Week days Only).
FROM MACAO: 8 A.M. and 2 P.M. (Week days Only).

SUNDAY EXCURSION.

On SUNDAY, the 12th JUNE, s.s. "SUI AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 3.30 P.M. Return Saloon Passage Fare: \$5.00. SPECIAL TIFIN: \$1.50.

THE STANDARD LIFE ASSURANCE CO.

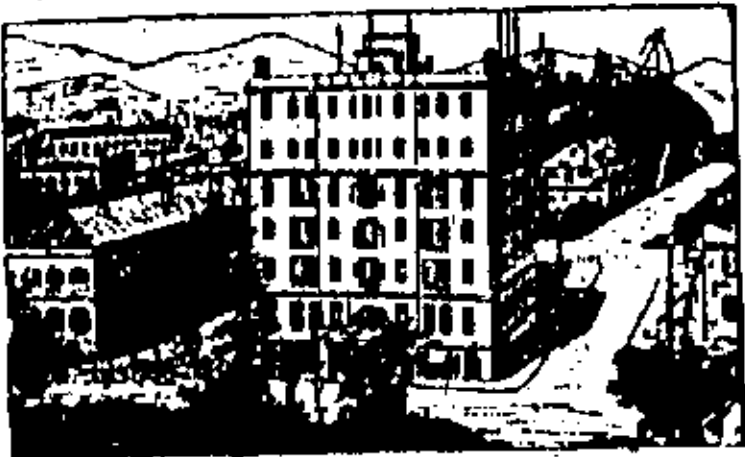
£1,000 on attaining the age of Fifty-five.
Premiums moderate. Conditions liberal.
Particulars from—

DODWELL & CO., LTD.

AGENTS,
2, QUEEN'S BUILDING

KOWLOON HOTEL

TEL. NOS.
K. 608; 609.



CABLE ADDRESS:
KOWLOTEL,
HONG KONG.

A FIRST CLASS HOTEL

Under the personal supervision of an experienced European Manager.
H. J. WHITE, Manager.

PALACE HOTEL.

TEL. K. No. 3. Tel. Ad. "PALACE."
Three Minutes from Kowloon Wharf, Ferry Wharf and Railway Station.
Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE BATH.

Lozenges, Bar and Billiard Rooms.
Unrivalled Cuisine under the personal supervision of the Proprietress.
TERMS MODERATE.
Special Terms to Families on application to—
Mrs. J. H. OXBERRY, Proprietress.

The Only Hotel in CANTON
Directly under European
Management.

THE VICTORIA HOTEL
Guides and Trips arranged for and Special Care taken of TOURISTS.
Cable Address: "VICTORIA."

"COMMUNISM" MUST BE BROKEN.

LI LIEH CHUN'S DENUNCIATION.

RUSSIAN AGGRESSION IN MONGOLIA.

YUSHAN, K.A., May 18th.

Li Lieh Chun's coming put a stop to Communist activities, and when he left Kiangsi he stationed his soldiers in all the different cities, so as to keep this part of Kiangsi for Chiang Kai Shek. Two days after his arrival, a large welcome meeting was planned, when Li Lieh Chun was to speak. He was not well, so asked one of the members of his staff to speak for him, but when, after one had spoken, the people still refused to move, he felt compelled to say a few words. In a few well-chosen sentences, he gave a short résumé of what had happened since the first revolution in China. He spoke of the different political factions, which necessarily must be found in every country. The difficulty had been that their party policies had not had their roots in love of country, but in seeking power for themselves. They had worked for self-advancement.

Worst of all, he continued, was the last party that had arisen. Bolshevism was trying to ruin China. He banded it as "false Socialism" and "Russian intrigue." Russia was trying to use China for her own ends, and to get China to fight the battles which Russia could not fight for herself. It was China, he said, who would have to pay in money, lives and principles. He gave outer Mongolia as an illustration, and showed that all China would soon become Russia's slave in the same way, unless she took steps in time. Communism must be broken and must be given no quarter. Every adherent to it would be counted a traitor to his country, and would be treated as such.

There was no uncertain sound about his speech, and he backed it up by his troops taking charge of the situation. Little did we think, some time ago, that the day ever would come when we would welcome soldiers after having had an overdose of them for so long! Yet, that is the fact. The troops give us a feeling of security, for, as long as they are in possession, the Communists dare not raise their heads, though there are rumours of secret meetings.

It seems that Kiangsi is trying to shake itself free from its bondage. If she will succeed remains to be seen.—North China Daily News.

THE WOES OF WU.

A FALLEN STAR.

ALONE IN A MOUNTAIN TEMPLE.

PEKING, May 24th.

Fan Teh Kuang, councillor to Marshal Wu Pei Fu and now sojourning in the capital for a few days, was interviewed by Marshal Chang Tso Lin. Chang informed the representative that there was no necessity for his master to go to the mountains, as he was expected to be in Nanyang.

In connection with this other points were brought up by the Mukden chief. He stated that Yu Hsueh Chung, Chang Lien Sheng, as well as others among his subordinates were still willing to obey him (Wu Pei Fu), and Yang Sen's Szechuan forces were even now invading Hupeh. All of this signified, in the opinion of Marshal Chang, that it would be an excellent opportunity for Wu to go South. Moreover, the Mukden faction would supply all the necessary sinews of war.

Only One Division Loyal.

According to an arrival from Hsinotai, where Marshal Wu has been staying, only one division under Commander Chang Hsi Chen remains loyal to him. At the beginning of this month it was reported that Wu ordered his troops to disband as he was determined to seek shelter in the mountains. It is also reported that on May 12th Chang Chi Huang and Chang Fang Yen called upon Marshal Wu and attempted to persuade him to leave for Nanyang where he would be placed in charge of the forces. In spite of all entreaties, however, Wu remained adamant.

WASHINGTON AND FAR EAST.

EXPERTS ADDED TO STAFF.

EIGHT OFFICIALS NOW IN SPECIAL SECTION.

WASHINGTON, May 23rd.

The staff of the Far Eastern Division of the State Department has been greatly augmented within the past three months to handle the extra volume of work which has accrued to that Division as a result of the situation in China. Until the early part of this year only two officials of diplomatic or consular rank were on duty in the Division, but this number now has been increased to eight with the addition of several experts familiar at first hand with conditions in China.

At the close of the last calendar year, Nelson T. Johnson, Chief of the Far Eastern Division of the State Department, and John K. Caldwell, assistant Chief of the division, were the only two Foreign Service officers on duty in the Division. Now the personnel includes besides these two officials, Edwin S. Cunningham, until recently Consul General at Shanghai; Willy R. Peck, until a few months ago Chinese Secretary of the American Legation at Peking; Raymond Tenney, former consul at Mukden, and familiar through long residence with conditions in China; William R. Langdon, lately consul at Tsinan; Walton Ferris, language officer to the Legation at Peking; and Cabot Coville, language officer assigned to Tokyo.

Experts Trained in China.

Most of these men are experts trained through long years of residence and experience in China. Edwin S. Cunningham, who has been assigned to the Far Eastern Division of the State Department to assist in the present emergency, has been American Consul General at Shanghai for the past eight years and was the senior member of the consular body there. Mr. Cunningham recently returned to this country on a leave of absence from his post and was replaced by Clarence E. Gauss, consul at Tientsin, who was temporarily assigned to Shanghai. When the seriousness of the situation in China became apparent to officials here, Mr. Cunningham was assigned to the State Department, where he is acting in an advisory capacity.

Willy R. Peck, who was until recently Chinese Secretary of the American Legation at Peking, where he served with the rank of Counsellor, also returned to this country on a leave of absence, making the trip by way of Europe. He has an intimate knowledge of the Chinese situation, having served in various consular posts in China and in the Legation almost uninterruptedly since 1906.

Tenny Born in China.

Raymond Tenney is also an old-timer in China where he was born and where he has spent most of his life with the exception of his term of college at Harvard. His last post was as consul at Mukden, which he left only a few months ago to be assigned to the State Department. William R. Langdon, who was consul at Tsinan until recently, returned here on a leave of absence and was also drafted to serve in the Far Eastern Division of the State Department. He has recently been named consul at Mukden but in view of the uncertain conditions prevailing in China is being held in the Department.

Walton Ferris and Cabot Coville, the other two men who have been assigned to the Far Eastern Division of the State Department, recently emerged from the Foreign Service School of the Department and while they have both completed their subsequent year of service, required of them in the Department, they are being held here indefinitely to assist in the increased work of the Division. Ferris has been named language officer to Peking and Coville to Tokyo.—Japan Advertiser.

them, Marshal Wu Pei Fu, the old warrior, left for the mountains, accompanied by several guards. On the following day Chang Hsi Chen left for Chengchow from Kung Hsien to begin a reorganization scheme under the direction of the Mukden Generals. And now Marshal Wu Pei Fu, who ought to have a splendid star in the heavens, is at a temple on the Sung Shan peak—Tangyangshan—alone but for his wife and a handful of faithful bodyguards.—Chung Mei.

DIARY OF EVENTS.

To-day.

49th Ordinary annual meeting of China Sugar Refining Co., Ltd., Jardine, Matheson & Co., noon.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Piano Recital by pupils of Mr. Harry Ore, St. John's Cathedral Hall, 5.30 p.m.
Service Men's Concert, "Cheer O," Y.M.C.A., Chater Road, 6.30 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Queen's Theatre: "Bardleys, The Magnificent."
World Theatre: "What Happened to Jones."
Star Theatre: "Thy Name is Woman."

Principal Mail:—Outward:

Europe via Marseilles (Dartagnan), 2.30 p.m.

Wednesday.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Queen's Theatre: "Bardleys, The Magnificent."
World Theatre: "What Happened to Jones."
Star Theatre: "Thy Name is Woman."

Thursday.

Annual ordinary general meeting of Peak Tramways Co., Ltd., Hong Kong Hotel, 11 a.m.
European Y.M.C.A. Bathing Picnic at Hang Hau.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

Dinner Dances at Cafe Restaurant Parisien.

St. John Ambulance Brigade. Chinese Theatrical Performance by Yau Shau Lin Company at Lee Theatre, 9.15 p.m.

Queen's Theatre: "Lights of Old Broadway."

World Theatre: "Abduction of Helen."
Star Theatre: "Contraband."

Friday.

Half-Yearly Meeting of Hong Jockey Club, Club Room (Hong Kong Club Annex), 12.30 p.m.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.

Extraordinary General Meeting H.K. Cricket Club, 5.30 p.m.

Chess: Kowloon Club v. H.M.S. Hermes and presentation of prizes, 8 p.m.

Dinner Dances at Cafe Restaurant Parisien.

"Squeakettes" give performance at Peak Club, 9.30 p.m.

Queen's Theatre: "Lights of Old Broadway."
World Theatre: "Abduction of Helen."
Star Theatre: "Contraband."

Saturday.

Lawn Bowls League:—Division I.: C.S.C.C. v. C.C.C.; P.R.C. v. K.C.C.; K.B.G.C. v. T.R.C. Division II.: C.C.C. v. E.P.R.C.; T.R.C. v. R.C.C.; K.C.C. v. R.H.K.Y.C.; K.B.G.C. v. C.S.C.C.

Lawn Tennis League:—"A" Division: K.C.C. v. I.R.C.; U.S.R.C. v. "B" Division: H.K.C.C. v. R.C.C.; Nippon Club v. K.C.C.; C.C.C. v. S.C.A.A.; M.B.K. v. R.E.s.; University v. U.S.R.C.; C.C.C. v. I.R.C. "C" Division: K.B.S.F.P.A. v. H.K.C.C.; K.C.C. v. C.C.C.; T.R.C. v. C.R.C.; R.C.C. v. Netherlands T.C.; R.A.O.C. v. Nippon Club.

H.K. Baseball League: H.K. Baseball Club v. Japanese B.C.; Happy Valley, 4 p.m.

St. Peter's Y.M.C. Launch Picnic. Launch leaves Queen's Pier, 3.30 p.m.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

Dinner Dances at Cafe Restaurant Parisien.

Queen's Theatre: "Lights of Old Broadway."
World Theatre: "Abduction of Helen."
Star Theatre: "Contraband."

Sunday.

Trinity Sunday.
H.K. Baseball League: Dragons (S.C.A.A.) v. Filipinos, Happy Valley, 4 p.m.

Monday.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel, and Cafe Parisien, 4.30 p.m.

Dinner Dances at Cafe Restaurant Parisien.

THE HONGKONG

HONGKONG HOTEL; RAFFLES BAY HOTEL;

PAK HOTEL

Telegraphic Address:

"KREMLIN, HONGKONG."

AND

SHANGHAI

(ASTOR) HOUSE HOTEL; PALACE HOTEL

MAJESTIC HOTEL.

Telegraphic Address:

"CENTRAL, SHANGHAI."

HOTELS

LIMITED.

In association with the GRAND HOTEL

DES WAGONS LITS, PEKING.

KING EDWARD HOTEL.

The usual public rooms,

the lounge and dining room

will not be available until

after June 14th.

There is a special lounge

at the back of the Bar for

the Public.

J. H. WITCHELL,

Manager.
Phone C. 378.
431 Cables: "Victoria," Hong Kong.

8

RICHARD FORSHAW & CO., LTD.

57, MOORFIELDS, LIVERPOOL, ENGLAND.

HARDWOOD IMPORTERS.

SPECIALLY SELECTED STOCKS ALWAYS KEPT OF

LIGNUMVITAE LOGS SUITABLE FOR

SHIPBUILDERS & MARINE ENGINEERS.

ENQUIRIES WELCOMED

18

IT'S ALWAYS

"T" TIME

IN HONG KONG!

FOR A DELICIOUS HOT WEATHER

REFRESHER—ASK FOR—"SHANDY"

MADE WITH "T" (TENNENT'S)

SCOTCH BREWED BEER

IT MUST BE MADE WITH "T"

FOR PERFECTION.

YOU'LL GET IT AT YOUR

HOTEL OR CLUB.

LANE, CRAWFORD, LTD.

WHOLESALE & RETAIL AGENTS.

[A.P.E.]

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

MARINE ROPE ESTABLISHED 1834 ROPES OF ALL SIZES FOR ALL PURPOSES

TRANSMISSION OF POWER ROPE

CABLE LAID HAWBES

WELL DRILLING CABLES

YNCHAUSTI ROPE FACTORY

MANILA

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

FACTORIES:—MANILA P.I. KING'S BUILDING.
HONG KONG OFFICE:—CENTRAL 3165. [A.P.B.]

ISAKO'S CIRCUS

For the convenience of Hong Kong Public the management of ISAKO'S CIRCUS have decided to perform for A Short Season only on the

NEW RECLAMATION GROUND

PRAYA EAST, WANCHAI

(Next to Fire Brigade Station, Hong Kong)

In A Huge Rainproof Tent.

**GRAND
OPENING NIGHT
TUESDAY, 7th JUNE,
at 9.15 p.m.**

**SPECIAL MATINEES:
Wednesday, Saturday and Sunday,
at 4 p.m.**

Booking at **ANDERSON'S.**

CAMMELL LAIRD & Co., LIMITED.

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., Etc.
Birkenhead, Sheffield, Nottingham, Birmingham,
Leeds, Penistone and London.

RAILWAY PASSENGER COACHES
FREIGHT & COAL CARS
STEAM DRIVEN RAIL COACHES
"NEWLAY" SOLID BOLDED STEEL RAILWAY WHEELS
13, PEKING ROAD SHANGHAI

ON SALE.

BOUND VOLUMES of the **HONG KONG WEEKLY PRESS**,
January to June, 1926.
With Index. Price—\$7.50.
On sale at the **HONG KONG DAILY PRESS** Office.

THE NEW FRENCH REVUE.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for the French Revue, No. 2 for the French Revue, No. 3 for the French Revue. Price—\$7.50. On sale at the **HONG KONG DAILY PRESS** Office.

BLEEDING SHANGHAI MERCHANTS.

NEW MOVE TO FORCE MR. FU
SIAO EN TO CONTRIBUTE.

TWENTY MILLION DOLLARS
WANTED.

General Chiang Kai Shek has issued an order, in the course of which he sanctions the recommendation of the Shanghai Political Council for the confiscation of all the properties of Mr. Fu Siao En, chairman of the Chinese General Chamber of Commerce. This action has been taken because Mr. Fu failed and refused to appear personally in answer to a warrant which was issued some weeks ago by the Political Council for his arrest.

It will be recalled that the charges preferred against Mr. Fu were that he had himself elected chairman of the Chinese General Chamber of Commerce by illegal process; that he mal-administered the affairs of the said Chamber; that he lent the steamers of the China Merchants' S. N. Co., Ltd., to Marshal Sun Chuan Fang for the purpose of obstructing the progress of the Nationalist Army; that he contributed money to the war chests of Marshals Chang Tsung Chang and Sun Chuan Fang in order that they could carry on their fight against the Nationalist Forces, etc. Mr. Fu appealed for a chance to explain his position and not a few local organizations made a similar request on his behalf but the Political Council refused to pay any heed, it being rumoured that they were determined to take action against Mr. Fu if he declined to make them a "loan" of \$20,000,000 hence the present order.

In another order, General Chiang instructs the local authorities to take steps to protect the rights and interests of the shareholders of the China Merchants' S. N. Co., of which Mr. Fu is managing director and which company he is alleged to have made use of for his own selfish ends.—*Shanghai Times.*

SCOTLAND YARD'S LATEST.

ANOTHER TRAP FOR THE
LIGHT FINGERED.

Scotland Yard has adopted a secret powder, the ingredients of which are known only to the chemists at the Yard, to catch elusive light-fingered thieves, says a United Press message to the *Manila Times*.

It is understood that in cases where money is missing from the same place for some time and it has been impossible to determine the identity of the thief among a crowd of workers, coins or notes are touched in the powder and placed where they can be stolen.

When a human being touches the powder it leaves a stain on the fingers which can only be removed by wearing off. The more the stain is rubbed the deeper it becomes. A dance hall thief, who stole money from handbags and coat pockets left in the cloakroom, was recently caught by this method after more than a year of unsuccessful watching.

£2,000,000 FOR £40,000.

ADVERTISING SAVES
FRUIT TRADE.

The "Eat More Fruit" campaign last year has borne fruit.

An advertising outlay of £40,000 resulted in £2,000,000 more trade. The figures are given in an official report by the Fruit Trades Federation of Great Britain.

The public spent £24,789,219 on fresh fruits, almost exactly £2,000,000 more than in 1925, and nearly £3,000,000 more than in 1924.

The apple was easily the most popular of all fruits.

According to the Federation, the average consumption of the various fruits was as follows:

1923. 1925. 1924.

Apples 93 84 85

Oranges 67 66 53

Bananas 52 45 45

Lemons 15 14 12

"Saved The Day."

"I do not think the commercial world can show any finer example of the enormous power of advertising than this," said Mr. Charles Wray, president-elect of the National Federation, in an interview.

It cost the Federation £40,000 to say "Eat More Fruit" last year, but the returns show that the expenditure was justified a hundredfold. The industrial condition of the country during the past three years would have been calamitous to the fruit trade without steady and consistent advertising. In a word, advertising has saved the day.

This successful campaign was planned and carried out by the well-known advertising experts, Mather & Crowther, Ltd., of London, England.

BRITISH SOLDIER'S BRAVERY.

NIGHT SWIM IN THE
HUANGPU.

RESCUE OF RUSSIAN GIRL
BENT ON SUICIDE.

A Russian girl, whose name could not be learned, was saved from drowning by a British Tommy, when she jumped into the Huangpu at the Peking Road Jetty and swam out into the muddy waters in an attempt to take her own life. The soldier was Sgt. Martin of the Royal Artillery, who holds a D.C.M. from the World War.

Martin and a soldier friend from the Royal Artillery were strolling along the water front when they saw the girl plunge in with all of her clothes on and strike out swimming into the middle of the river. Without hesitation the soldier dashed to the water edge, took off only his boots, and jumped in after her. Before he was able to catch her she was about 75 yards out in the stream.

An attempt to tow her back only led to her struggling in a determined effort to kill herself. He was finally forced, it is said, to give her a blow before he could control her, and after a hard swim was able to bring her back to the pontoon where quite a crowd had gathered.

Once out of the water, the sergeant at once took command and started bringing her round by artificial respiration and in a few minutes had revived her enough to put her into a motor car and take her to Central police station, from where she was taken to the General Hospital, where it is said her condition is not serious.

Another fact that makes the soldier's act more valorous is that he was forbidden some time ago to go into the water because of black-water fever which he contracted in East Africa.—*Shanghai Times.*

OBSESSION OF MOSCOW.

SOVIET PREPARATION FOR
THE "INEVITABLE WAR."

CONFESSION OF MILITARY
WEAKNESS.

At the Congress of the Union of all the Soviets, which is attended by 2,000 delegates, held, says the *London Times*, at Moscow, the official report of the Soviet Government on conditions in the Red Army and the military organization of the U.S.S.R. was read by the Commissar of War, Voroshiloff.

The keynote of Voroshiloff's whole discourse was the necessity for postponing the clash with the Western world until the Soviet military forces were sufficiently prepared to guarantee victory. Voroshiloff and the other Bolshevik leaders regard this conflict as inevitable, but the time is not yet. Voroshiloff abused the League of Nations, declaring that the League was bankrupt.

The present period was, he said, comparable to the period preceding the Great War. No tribunals and no agreements were able to restrain the arming which was now going on in big and little States alike.

All, including the border States from Finland to Rumania, were preparing for a war against the U.S.S.R. He assailed the British Parliament for its recent references to Soviet armaments, being especially severe on "Sir Evans" and "Sir Knox."

Behind The Western Armies. Voroshiloff stated that the Red Army had now an excellent cadre of well-trained officers, but the original plan of producing these entirely from the rank and file had failed.

The world war showed that reserve officers were necessary by hundreds and thousands, and we can solve the problem only with the cooperation of all the Soviet public organs. We must train women too.

Technically the Red Army is behind the Western armies, but there is no need for anxiety. Chemical preparations, he admitted, were also inadequate, and, "not being Tolstoians, we must develop this branch to its full extent." The Great War showed that, whatever amount of supplies was prepared, it rapidly disappeared under modern conditions of war, and Soviet industry must be ready to switch on to war production, pouring out a constant stream of munitions.

Air Force In Good Order.

Aviation was excellently developed, and the U.S.S.R. possessed plant and personnel for aeroplane construction which had no equal elsewhere in Europe or America.

Soviet aviation would very soon be in a position "to measure its strength with our enemies." It was necessary to develop chemical warfare from the air to enable them not only to repel enemy's attacks but to reply by attacking his distant centres.

The navy was certainly unable to compare with the British and several others, but it was sufficient to cope with their neighbours. Means of transport were in an unsatisfactory state, and this was one of the weaknesses they must strive to repair.

CHINESE PILOTS.

"GOOD RELIABLE FELLOWS."

A BRITISH TRIBUTE.

We hear a lot nowadays about Chinese pirates. We have never heard much about Chinese pilots. Yet those who have visited Chinese ports will not need to be reminded what a good, reliable class of fellows they are.

The British Navy is almost as familiar with Mr. Chen Van Sen, of Shanghai, as it formerly was with Mr. "Jelly Belly," of Wai-Hai-Wai. Chen is the chief son tract pilot of the port, and usually employed by warships. As he is paid a regular monthly salary, work or no work, there is no inducement to try and dispense with his services. Besides, Shanghai is a very "tricky" place, with constantly changing conditions. The Chinese pilots are a remarkable brotherhood and keep one another well posted, by some mysterious means of communication, in all the latest news of shifting sands and tides. A naval writer says: "A gunboat, with Chen coming, is just rounding the turn at Woosung, when a Jardine Matheson ship, outward bound, is met. Chen puts up his glass and watches the other pilot intently. Presently he waves his hat, turns to the navigating officer, and announces, 'Silver Island Passage, twenty-one feet of water have got, can do.'"

The majority of people in this country have a vague idea that Shanghai is on the Yangtze. In point of fact it is on the river Huangpu, some thirteen miles from where it passes company with the Yangtze at Woosung. The Huangpu is narrow, but well dredged, buoyed, and lighted, and once the Woosung bar is safely passed the passage presents no serious difficulties, although the tide is often fierce. Vessels up to 20,000 tons can now "take" Shanghai, although there is a difference of two feet in the highest tides of summer and winter. The Chinese pilots are masters in the art of swinging a ship, dropping anchor close to one shore just in the last of the flood, and clearing the opposite shore with perhaps but a dozen fathoms to spare as the tide turns. Whether the Chinese pilots have "gone Red" or not we have no knowledge, but it is very improbable, because they must earn their livelihood from foreign vessels.

The late Admiral Sir Robert Harris used to tell an amusing story of a Chinese pilot with a very limited knowledge of English. He would take his station on the forecastle and guide the helmsman by motions of his hand. Then, when he wanted to bring up, he would rear to his full height and cry out: "Hard-ee starboard, hard-ee port, le go." Yet he was a very trustworthy pilot. Possibly some of the older naval generation may be able to recall him.—*Naval and Military Record.*

ALLEGED THEFT OF WATCH.

BRITISH SOLDIER ACQUITTED.

Charged before Mr. R. E. Lind-sell at the Central Magistracy yesterday morning with the theft of a watch, Private Murray of the Welch Regiment was acquitted after evidence had been heard.

The complainant, a Chinese jeweller, said that the accused visited the shop with a comrade and asked to be shown some watches. Picking one up accused was said to have handed it to his friend to examine and the latter was alleged to have dashed out of the shop with it. Unable to catch this man, the shop people secured the accused and handed him over to the police.

His Worship stated that he could not see how the defendant could be convicted of stealing as he might have been perfectly innocent. It was the other man who stole the watch and ran away.

ISAKO'S CIRCUS AT WANCHAI.

GRAND OPENING PERFORM-
ANCE.

After a successful run at Kowloon, Isako's circus is starting a short season at Wanchai from tonight. They have secured a site on the Praya East reclamation ground opposite to Ship Street, and all day yesterday, the tents and other paraphernalia were being erected.

Residents of Hong Kong who have not seen the capital performances of Isako's well-trained horses and his troupe of ballet girls should take the chance of spending a pleasant and thrilling evening while they are playing on the island.

To-night being the opening night, the various items on the programme are chosen with the view to giving a really first class entertainment to Hong Kong residents. Ballet girls, clowns, animals, and the dare-devil flying acts by the four Arkos brothers can all be warmly recommended.

TO-DAY &
TO-MORROW

QUEENS

2.30, 8.10
7.15, 9.20

KING VIDOR'S PRODUCTION BARDELYS The Magnificent

Starring
JOHN GILBERT



A Great
Star in
An Epic
of Rom-
ance and
Intrigue.

ONE moment—the power
behind the state; the next
—shorn of his glory, a traitor
about to pay for his folly.
And all for the love of a girl
he had seen but once!

What a gorgeous romance this is! And what a tremendous triumph for John Gilbert as Bardelys, a great fighter but a greater lover! Gilbert and King Vidor, star and director of "The Big Parade" and "La Boheme," in a story by Sabatini, author of "Scaramouche" and "The Sea Hawk." Try to beat that for entertainment!

with
ELEANOR BOARDMAN
ROY D'ARCY
KARL DANE
GEORGE K. ARTHUR
ARTHUR LUBIN

Scenario by Dorothy Ferebee
and King Vidor from the story
by Rafael Sabatini—Directed by
King Vidor

A Metro-Goldwyn-Mayer PICTURE

2.30,
5.15

WORLD

7.15,
9.15



STAR

2.30 to 11.15 p.m.
CONTINUOUS

RAMON NOVARRO
AND
BARBARA LAMARR

IN
THY NAME
IS WOMAN



SPORTING.

GUNS by W. W. GREENER
WEBLEY and SCOTT, and Other
Makers—British, French and
American.

R.S.A. Air Rifles, and Miniature
Rifles, 22 Calibre, Repeating and
Automatic.

SPORTING CARTRIDGES of
all descriptions.
Agents for W. W. GREENER,
Ltd., Birmingham.

HONG KONG SPORTING ARMS
AND AMMUNITION STORE,
4, BRISTOL STREET, ARCADE.

"Ritz" Soft Felt Hats



Time and experience have proved
"Ritz" Style and Quality.

We are now showing the newest
shapes in useful shades of Grey
and Fawn for Summer wear.

Call and see them at

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

DAIRY FARM NEWS.

NOW AVAILABLE

DUNSTYLE CHEESE

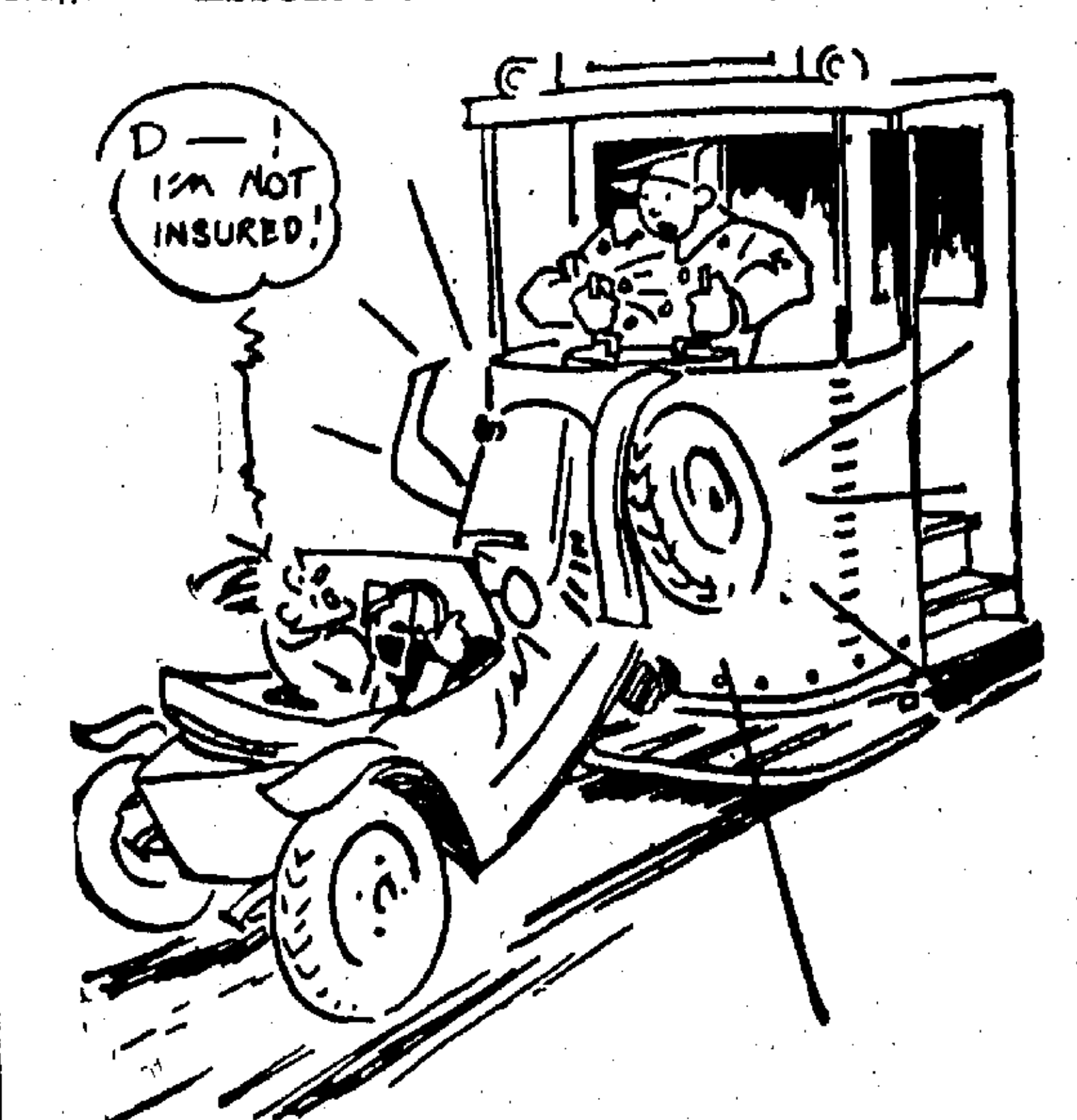
(Farm Made)

FLAVOUR AND QUALITY UNRIVALLED

80 Cents per lb.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD.



For Full Particulars of Accident Insurance,
Apply to the Agents—

JAMES H. BACKHOUSE LTD.

1A, CHATER ROAD (3RD FLOOR).

DISCRIMINATING PHOTOGRAPHERS PREFER



Ica
CAMERAS & PHOTO
SUPPLIES.

Sole Agents—THE WING ON CO. LTD.

Lubricants
SOCNY MOTOR OIL

HONG KONG JOCKEY CLUB 4th EXTRA RACE MEETING.

INTERESTING RACING AND GOOD DIVIDENDS.

**SALIGIA WINS AGAIN: MOWGLI'S UNEXPECTED
TRIUMPH.**

[By RAPHER.]

There was a fairly big crowd at the Valley yesterday and they were rewarded by some excellent racing and the uncertainty was glorious for those who had the good fortune to spot the winners. Place betting was remunerative and by no means difficult but the winning ponies were responsible for many upsets. The course was fairly hard until the last two races when rain fell and the going in the last race was very slippery. This caused Ukelele to indulge in a few circus tricks at the commencement of the race and Mr. Bulteel parted company with his mount near the Judges box and his remarks were eloquent! The race for the K.O.S.B.'s Regimental Cup drew a field of 8 including Colonel Comyn who is to be congratulated upon his fine example in participating in this race. Mr. Mattingly won on Stripes and received a very nice cup for doing so. The Officers of the K.O.S.B.'s have told me that they are very grateful to the Stewards of the Jockey Club for catering for them in this manner but I feel sure that the Stewards are only too pleased to do so if the results justify their action as has happened in the present case. Most of the fields were big and the future of racing in Hong Kong is very rosy as each Meeting seems to eclipse the others in interest. It would almost seem that a racing boom is about to take place and it is reassuring to know that we have Stewards and Officials who are ready to cope with it effectually and to uphold the highest traditions of the sport. It is really unnecessary to tell them that a little slackness is a dangerous thing especially under the present circumstances.

The Bank of the K.O.S.B.'s again delighted the public with well rendered and suitably chosen selections of music during the afternoon.

THE RACING.

The first race was won by Mr. Pollock on Fire Call with District Call and Borderer filling second and third places. Fire Call rewarded his backers with a dividend of \$68.40 for a win and \$14.50 for a place. He was almost a certainty for a place and those who followed my tip profited accordingly.

Saligia came along in fine style to win the second race and his last quarter must have been about 20 as he was well behind when entering the straight. September beat Macao Beauty in rather surprising fashion for second place. Bulteel does very well with this pony and had he ridden him during the last two years much profit would have accrued to the stable concerned.

Despite an impost of 5 lbs. after Saturday's win Stanton managed to win the third race with San Diego by a short head from Grey Knight with Tangle a good third. In this race there was a protest and Tangle was disqualified as a result thereof. The third place money went to Dragon Boat but this did not, of course, affect the pari-mutuel.

Brigade Call as I expected won the fourth race fairly easily with August and Grande del Norte filling the places. The latter's jockey (Mr. Usher) is quickly adapting himself to the ways of the China pony.

The favourite, Stripes, won the fifth race with Mr. Mattingly up with Full House and Gin Smash filling the places. The Borderers revive memories of the activities of pre-war regiments with the fine spirit of sporting enterprise.

The sixth race produced a series of big dividends the first pony, Mowgli, paying \$104.80, the second, Easter Day, \$17.00, and the third, Cice, \$100. Apart from the jockey Mowgli's win is a tribute to the Owner's skill as a Vet, as it would be difficult to find a more unlikely looking winner than this pony.

The favourite, Loch Tummel, won the seventh race with Festive Eve 6 lengths away and Pottenbush 3 lengths behind.

Shanghai Friend seems fated to be dead heated as he was linked up with The Gomeril in this race for first place with Misty Eve two lengths away closely followed by The Gezer. The dividends were again good the winners paying \$22.20 and \$22.10 respectively.

THE RESULTS.

1.—Crocodile Stakes: Six Furlongs.

For China ponies, non-winning subscription griffin of this Club, of any season. Unplaced runners allowed 5 lbs. Jockey allowance. Entrance fee \$5. 1st prize, \$400; 2nd prize, \$150; 3rd prize, \$100.

Mr. R. M. Austin's Fire Call, 150 lbs. (Mr. Pollock) 1
Mr. R. M. Austin's District Call, 153 lbs. (Mr. Gordon) 2
Col. Comyn's and Capt. Bell's Borderer, 155 lbs. (Mr. Stanton) 3

Also ran:—Mr. J. K. Bousfield's White Mouse, 152 lbs. (Mr. Chun); Mr. E. L. Sim's Sugar Loaf, 156 lbs. (Mr. Wallace); Mr. M. M. Watson's Vincent, 153 lbs. (Mr. Sewell); Mrs. Dyer's Yorks, 152 lbs. (Mr. Reidy); Lt. Abel Smith's Black Mouse, 150 lbs. (Mr. Bulteel).

Won by three quarters length; four lengths between second and third.

Time: 1.35.
PARI-MUTUEL.
Winner: \$68.40.
Places: \$14.50; \$7.50; \$6.

	Winner, Place
Borderer	290 339
District Call	149 186
Sugar Loaf	148 164
Black Mouse	73 123
Fire Call	50 49
Yorks	26 30
White Mouse	19 44
Vincent	6 26

2.—Cheung Chau Plate: Five Furlongs.

For China ponies that have started in Hong Kong at least twice since 1st January, 1927. Weight for inches as per scale. Winners this year of races of 5 furlongs or under (other than races confined to subscription griffin) of one race, 5 lbs. penalty; of two or more races, 10 lbs. penalty. Non-winners allowed 5 lbs. Jockey allowance. Entrance fee \$5. 1st prize, \$400; 2nd prize, \$150; 3rd prize, \$100.

Messrs. Hall and Shenton's Saligia, 155 lbs. (Mr. Pollock) 1
Mr. R. J. Paterson's September, 149 lbs. (Mr. Bulteel) 2
Mr. Luen Yick's Macao Beauty, 155 lbs. (Mr. Chun) 3

Also ran:—Mr. R. M. Austin's Home Call, 153 lbs. (Mr. Gordon); Dr. Dynasty's King of Troy, 155 lbs. (Mr. da Roza); Mr. Eve's Battle Eve, 155 lbs. (Mr. Stanton); Mr. H. A. Kelly's Cra, 144 lbs. (owner); Mr. R. J. Paterson's The Regent, 158 lbs. (Mr. Sewell).

Won by one and a half lengths; half a length between second and third.

Time: 1.17.2.5.
PARI-MUTUEL.
Winner: \$6.00.
Places: \$6.10; \$8.80; \$7.20.

	Winner, Place
Saligia	505 401
King of Troy	164 189
Macao Beauty	131 233
Battle Eve	77 116
Home Call	71 77
September	64 135
The Regent	47 40
Cra	27 21

3.—Lantau Handicap "B" Class: One Mile.

For China ponies. Entrance fee \$5. 1st prize, \$400; 2nd prize, \$150; 3rd prize, \$100.

Messrs. Stanton and Reidy's San Diego, 168 lbs. (Mr. Stanton) 1
Mr. R. M. Austin's Grey Knight, Knight, 154 lbs. (Mr. Pollock) 2

Messrs. Dyer and Beith's Tangle, 152 lbs. (Mr. Reidy) 3

Also ran:—Mr. R. J. Paterson's Dobbin, 161 lbs. (Mr. Bulteel); Mr. Han-Ui's Little Tat Sang, 165 lbs. (Mr. Wallace); Mr. Yam Man's Dick Lo, 157 lbs. (Mr. Sewell); Mr. U-Ui's Dragon Boat (Mr. Chun); Mrs. Priestley's Espoir, 155 lbs. (Mr. Seth); Mr. K.H.'s Loongwa, 152 lbs. (Mr. Gordon); Mr. Eve's Bright Eve, 151 lbs. (Mr. Usher).

Won by neck; short head between second and third.

Time: 2.08.2.5.
PARI-MUTUEL.
Winner: \$21.10.
Places: \$7.40; \$6.90; \$4.70.

	Winner, Place
Tangle	305 376
San Diego	245 262
Grey Knight	214 322
Dobbin	77 934
Dragon Boat	56 36
Loongwa	53 101
Espoir	52 90
Barley Grass	47 54
Bright Eve	43 32
Dick Lo	29 25

4.—Whitsun Plate: 1 1/4 Miles.

For China ponies. Weight for inches as per scale. Winners this year of two races, 5 lbs. penalty; of three or more races, 10 lbs. penalty. Non-winners of this year allowed 5 lbs. Subscription griffin of this Club of this season allowed 5 lbs. Jockey allowance. Entrance fee \$5. 1st prize, \$500; 2nd prize, \$200; 3rd prize, \$100.

Mr. R. M. Austin's Brigade Call, 158 lbs. (Mr. Pollock) 1
Mr. R. J. Paterson's August, 155 lbs. (Mr. Bulteel) 2

Mrs. Priestley's Grand del Norte, 151 lbs. (Mr. Usher) 3

Also ran:—Mr. K.H.'s Papyrus, 157 lbs. (Mr. Gordon); Mr. Luen Yick's Shan Mein, 152 lbs. (Mr. Sewell); Mr. Retau's Lilac (late Perseus), 150 lbs. (Mr. da Roza); Mr. U-Ui's Leaf, 163 lbs. (Mr. Chun).

Won by four lengths; half a length between second and third.

Time: 2.43.2.5.
PARI-MUTUEL.
Winner: \$10.20.
Places: \$5.80; \$7; \$8.30.

	Winner, Place
Brigade Call	611 639
August	221 280
Leaf	199 189
Grande del Norte	140 169
Shan Mein	93 161
Lilac	68 98
Papyrus	61 53

5.—K.O.S.B. Regimental Cup. Three Furlongs.

For China Polo ponies, the private property of officers 2nd Battalion, The King's Own Scottish Borderers. To be ridden by officers of the Regiment. Catechisms 168 lbs.

Mr. Mattingly's Stripes (Owner) 1
Mr. Hankey's Full House (Owner) 2

Mr. McLaren's Gin Smash (Owner) 3

Also ran:—Mr. Newbiggin's Can Do; Mr. Kelly's Pessimist; Mr. Richardson's Fox Trot; Mr. Lake's Call Boy; Lt. Col. Comyn's Hailsham (all ridden by owners).

Won by five lengths; three lengths between second and third.

Time: 45.4.5.
PARI-MUTUEL.
Winner: \$9.10.
Places: \$5.00; \$7; \$17.60.

	Winner, Place
Stripes	399 369
Hailsham	97 102
Full House	95 169
Pessimist	68 804
Call Boy	48 32
Can Do	40 37
Fox Trot	32 437
Gin-Smash	31 278

6.—Lantau Handicap "C" Class: One Mile.

For China ponies. Entrance fee \$5. 1st prize, \$400; 2nd prize, \$150; 3rd prize, \$100.

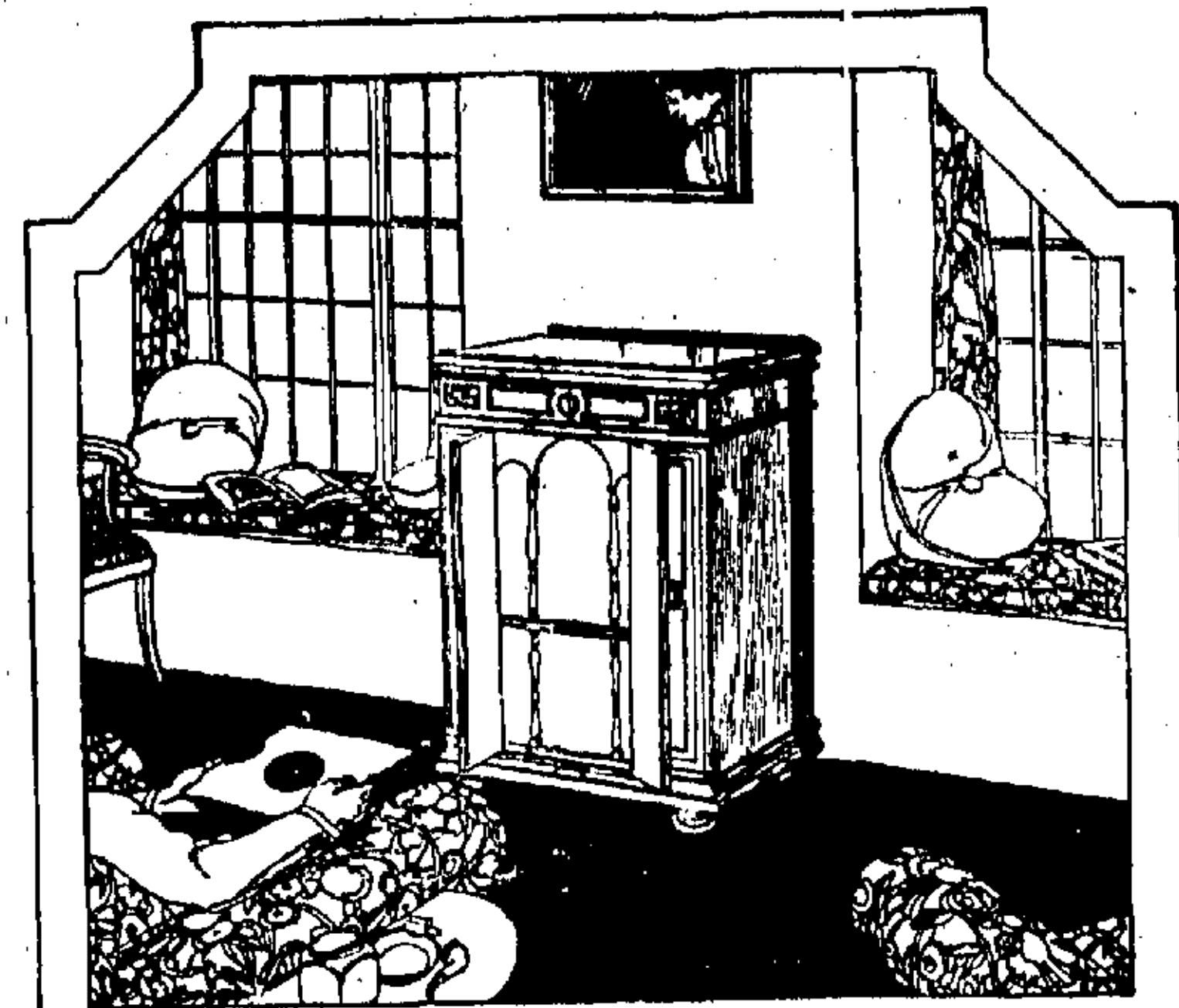
Mr. L. Reidy's Mowgli, 150 lbs. (Mr. Stanton) 1
Mr. K.H.'s Easter Day, 153 lbs. (Mr. Pollock) 2

Mr. G. W. Sewell's Cice, 145 lbs. (Owner) 3

Also ran:—Messrs. Dyer and Beith's Loch Rannoch, 150 lbs. (Mr. Reidy); Mr. A. H. Pott's Crangavud, 154 lbs. (Mr. Wallace); Mr. Dynasty's King Alan, 155 lbs. (Mr. da Roza); Mrs. R. J. Paterson's Ukelele, 161 lbs. (Mr. Bulteel); Messrs. Hall and Shenton's The Gezer, 159 lbs. (Mr. Sewell).

Won by three quarters of a length; three lengths between second and third.

Time: 2.12.3.5.



A "musical library" in
one instrument

WITH this great instrument and Orthophonic Records you have the ultimate in musical reproduction. No better musical investment can be made. Songs, dance-music, symphonies, bands . . . whatever you want—whenver you want it. All played exactly. We will be glad to demonstrate it for you—soon!

S. MOUTRIE & CO., LTD.
Victor Distributors.

The New
Orthophonic
Victrola

PARI-MUTUEL.

Winner: \$104.80.
Places: \$30; \$17; \$100.

	Winner, Place
Loch Rannoch	535 478
Scoter	199 181
King Alan	112 246
Easter Day	106 129
Valour	63 88
Mowgli	47 50
Cice	15 15
Vincent	7 10
The Sandpiper	7 10

7.—Lama Plate: From the Two Mile Post Once Round and In (about 1 Mile 165 Yards).

For China ponies, subscription griffin of this Club of this season. Weight for inches as per scale. Winners of two races, 5 lbs. penalty; of three or more races, 10 lbs. penalty. Non-winners allowed 5 lbs. Jockey allowance. Entrance fee \$5. 1st prize, \$400; 2nd prize, \$150; 3rd prize, \$100.

Messrs. Dyer and Beith's Loch Tummel, 157 lbs. (Mr. Reidy) 1

Mr. Eve's Festive Eve, 150 lbs. (Mr. Chun) 2

Mrs. R. M. Austin's Pottenbush, 155 lbs. (Mr. Gordon) 3

Also ran:—Mr. Ho Kom Tong's Kom Tong Hall, 160 lbs. (Mr. da Roza); Mr. E. L. Sim's Bagheera, 157 lbs. (Mr. Wallace); Messrs. Tester and Abraham's Bing Boy, 155 lbs. (Mr. Stanton).

Won by six lengths; three lengths between second and third.

Time: 2.23.3.5.
PARI-MUTUEL.
Winner: \$13.
Places: \$6.30; \$9.60; \$8.70.

	Winner, Place
Loch Tummel	420 98
Bing Boy	220 254
Pottenbush	216 161
Festive Eve	136 130
Kom Tong Hall	131 98
Bagheera	90 138

8.—Lantau Handicap "A" Class: One Mile.

For China ponies. Entrance fee \$5. 1st prize, \$400; 2nd prize, \$150; 3rd prize, \$100.

Messrs. Hall and Shenton's The Gomeril, 158 lbs. (Mr. Pollock) 1

Mr. Lim Kee's Shanghai Friend, 152 lbs. (Mr. Chun) 2

Mr. Eve's Misty Eve, 155 lbs. (Mr. Stanton) 3

Also ran:—Mr. K.H.'s Baccarat, 161 lbs. (Mr. da Roza); Mrs. R. J. Paterson's Ukelele, 161 lbs. (Mr. Bulteel); Messrs. Hall and Shenton's The Gezer, 159 lbs. (Mr. Sewell).

Dead Heat. Two lengths between first and third.

Time: 2.15.4.5.
PARI-MUTUEL.
Winner: (The Gomeril) \$21.20 and (Shanghai Friend) \$22.10.
Places: (The Gomeril) \$12.50 and (Shanghai) \$12.30; 3rd \$10.00.

	Winner, Place
Baccarat	439 291
Ukelele	395 401
Misty Eve	299 197
The Gomeril	107 157
Shanghai Friend	168 160
The Gezer	140 151

PLACED JOCKEYS.

The following is a list of placed jockeys over the two days racing. Two dead heats are included, one for Saturday and one for yesterday. Yesterday, Mr. Pollock was the most successful rider, bringing in four winners and two seconds.

	1st	2nd	3rd
Mr. Pollock	5	3	0
Stanton	3	0	4
Bulteel	2	3	1
Chun	2	2	0
Reidy	1	2	2
Sewell	1	0	2
Seth	1	0	0
da Roza	0	1	1
Wallace	0	1	0
Gordon	0	1	2
Usher	0	0	2

*—Includes two dead heats.

YESTERDAY'S CASH SWEEPS.

THE LUCKY NUMBERS.

Below are given the results of the cash sweeps at yesterday's concluding day of the 4th Extra Race Meeting of the Hong Kong Jockey Club.

Drawers of unplaced starters get \$50 each except where stated.

Race I.
No. 35 \$747.60
" 352 213.60
" 474 106.80
Unplaced Nos.:—226, 100, 155, 111, 62.

Race II.
No. 178 \$974.40
" 87 278.40
" 4 139.20
Unplaced Nos.:—256, 278, 37, 102, 140.

Race III.
No. 97 \$1,234.80
" 34 352.80
" 279 176.40
Unplaced Nos.:—349, 449, 142, 295, 396, 218, 73, 89.

Race IV.
No. 39 \$2,510.00
" 348 717.40
" 399 358.70
Unplaced Nos.: (\$100 each)—85, 303, 271, 300.

Race V.
No. 444 \$1,444.10
" 168 412.62
" 343 206.30
Unplaced Nos.:—65, 430, 197, 275, 477.

Race VI.
No. 42 \$1,270.10
" 216 304.80
" 2 182.30
Unplaced Nos.:—321, 13, 128, 475, 383, 118, 411.

Race VII.
No. 341 \$1,372.
" 350 392.
" 393 196.
Unplaced Nos.:—348, 315, 222.

Race VIII.
No. 72 \$1,080.75
" 47 1,085.75
" 504 241.50
Unplaced Nos.:—180, 494, 248.

REFORMING THE COUNTRYSIDE.

SPECIAL COURTS FOR "LOCAL BOSSES" AND "CORRUPT GENTRY."

AMATEUR DETECTIVES FOR CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang Administration in Nanking are evidently determined to take in hand the reformation of such as the countryside as is now under their control. They are declaring themselves anxious to wipe out official corruption and to suppress abuses of power by the gentry. It is a big job, one which many think should be tackled gradually by an attempt to spread education and enlightenment among the masses. As that would admittedly take a long time Nanking has taken a more direct step towards their objective and advised Canton of the recent promulgation of a law to wipe out all local "bosses" and corrupt members of the gentry. The Kuomintang express their intention of setting up special courts to try all undesirable local leaders, enemies of the party following the policy of the late Dr. Sun Yat Sen, opponents of the Kuomintang in general, and any persons who may condemn these special courts or describe them as an attempt to extort funds from the rich and unpopular by branding them as local "bosses" or corrupt gentry. Enemies of the Kuomintang are already describing the present work of suppressing the "Reds" as a political persecution.

Courts to deal with local "bosses" and corrupt gentry are to be of three grades, central, provincial, and district. Persons having any charge against a local "boss" or a corrupt member of the gentry are expected to file a complaint with the nearest Kuomintang headquarters, which will act as prosecutor before the special court. Local officials will have the job of arresting the accused on the instructions of a Kuomintang organization, but no accused person may be held longer than three days without being brought before the proper court. The definition of local "boss" or corrupt gentry is as follows:—Any person using the influence of his clan, family, or himself to control village affairs to the detriment of the community, including harm to life and property of fellow clansmen or villagers. He is to be punished to the extent of death or life imprisonment. Other penalties are fines, confiscation of property and imprisonment of various terms and degrees. Any local "boss" or corrupt gentry found guilty of acts of a "counter-revolutionary" nature will be punished as a traitor to the Kuomintang, the penalty for which is death.

Reports from the Northern Districts of Kwangtung state that the troops recently sent from Canton for Kuangsi have arrived at Kunchow to co-operate with other "anti-Red" forces of the Nanking faction. This appears to show that the Canton regime is supporting the Nanking faction whole heartedly and that there do not appear to be any grounds for the fear that the troops now in Kwangtung and Kuangsi may be organizing into a separatist Cantonese movement, seeking independence from both Nanking and Hankow.

In order to give the "Reds" in Canton no chance to re-organise or make themselves a nuisance in any way the Political Department of the General Headquarters is organizing a corps of volunteer detectives to hunt down all suspected opponents of the present regime. Mr. Chen Hai Tseng, Chief of the Political Department, will have charge of these amateur detectives. Some peaceful and charitably minded persons in Canton, in the hope of saving talkative people from getting into trouble with the military or police, have distributed small circulars in tea houses warning everyone of the danger of discussing politics.

KING'S BIRTHDAY AT SHANGHAI.

TROOPING OF THE COLOURS BY THE COLDSTREAMS.

IMMENSE INTEREST OF POPULACE.

The exceptional ceremonies with which, owing to the presence of the British Shanghai Defence Force, the Settlement was able to celebrate the anniversary of the birthday of H.M. King George V. commenced at 9 a.m., with the unique ceremony of the Trooping of the Colours at the Race Course, by the 2nd Battalion of the Coldstream Guards. Even amongst the British residents, it seemed that comparatively few ever had witnessed the ceremony before. It was a most impressive spectacle, and on every hand one heard non-British freely admitted that not only the Guards but the Line regiments also in every way were deserving of the credit which their fellow countrymen are never tired of lavishing upon them.

Following the parade, Sir Sidney Barton, H.M. Consul-General, held a reception at the Consulate, at which there was a record attendance. Service, official and civilian Britons and representatives of a host of other nationalities attending to pay their respects.

Decorations and illuminations were on a far more lavish scale than in any previous year. Not only were all the foreign men-of-war in the harbour "dressed," but a number of the larger houses, besides flying British flags, added hunting and decorative devices, giving the Central District a very gay aspect. After dark, all H.M. ships, with the exception of H.M.S. Argus, were brilliantly illuminated and, in addition, played their searchlights over the harbour and city, whilst the Hong Kong & Shanghai Bank, the Shanghai Club and several other of the larger houses also made a display of electric lights, the dome of the big bank, as usual on such occasions, presenting a strikingly beautiful appearance.

Guards Trooping Of The Colours.

An hour before the time set for the trooping of the Colours, the public and members' stands at the Race Course gave signs of filling up. On the tick of the hour they were crammed to overflowing, with every railing also supporting hundreds of onlookers who showed what was even for Shanghai unprecedented enthusiasm.

The chief thing which stood out about the performance as a whole was the remarkable smoothness with which it went off, as far as the handling of the large gathering was concerned. As far as the military part of the spectacle was concerned, it is doubtful whether those taking part could realize the thrilled attention which was given. Columns of soldiers moving with flawless precision is an unknown spectacle in Shanghai and the audience evidenced this through flutters of applause as its fancy was caught beyond its power of repression. That the day was overcast did not apparently make any difference to the public's enthusiasm and it had, no doubt, a somewhat better effect on the performers, in that a cool day is always less trying on those whose mental and bodily discipline make such a performance as yesterday's possible.

The Massed Bands.

The work of the massed bands and drums caught the fancy of onlookers, not only in motivating the drill and parade, but in their individual performance when the drums and fifes marched across the field; passed through the massed band standing at attention at the left of the ground, reversed and passed through again, this time joining up with the waiting band for a fine march together across the field.

Punjabi troops added an especially picturesque bit to the performance, as did some of the countrymen, wearing the Sikh uniform of the Shanghai Municipal Police.

The programme began with the formation in line of the four guards of the Coldstream Guards, each of 32 files, conducting the Regimental Colours in charge of a sergeant and two sentries, at the left of the line. The drums beat

"The Assembly" while the Guards marched across the parade to "Flag and Empire," and officers fell in as the assembly began. The Guardsmen were called to attention, ordered to fix bayonets and slope arms, at which junction the officer in command of the parade took charge.

After various formal movements the band then took up "Scipio" and the Regimental Sergeant-Major took the colours and handed it to ensign.

The escort presented arms, the four sergeants on the flanks turning outwards and porting arms.

After this the escort sloped arms, formed to the left and moved off to the line with magnificent precision while "The Grenadiers' March" echoed over the field. The Colours were then trooped along the line while the Guardsmen presented arms, and ordered arms. Three cheers for His Majesty the King, followed this and spectators were conscious of a very real emotion as they listened to the stirring cry three times from the big field.

The March Past.

Afterwards, as a finish to the performance, the Guards formed into company column and marched past in slow and quick time to the regimental marches. When their ceremony was over, all detachments marched past the official group, composed of Sir Miles Lampson, the British Minister, who took the salute, Vice-Admiral Sir Reginald Tyrwhitt, senior naval officer, and Colonel Martelli, acting as senior army officer during General Duncan's absence, and diplomatic representatives of various countries.

THE TORCHLIGHT TATTOO.

Shanghai now has seen that species of entertainment which of late years has come into such remarkable favour at Home—the Military Torchlight Tattoo—and the thousands who were present in the Race Club's enclosures and stands last night should be well satisfied with what they saw.

It scarcely is possible to estimate how many people were present: possibly 10,000, or even more. Punctually at 9.30, a gun boomed over the ground, lights broke out from all quarters and the buglers of the 2nd Durham Light Infantry, sounding as though on one giant bugle, blew the "First Post," followed by the stirring bugle march, "Egypt."

Clever Scenic Work.

Tschaikowsky's "Overture 1812," seldom absent from any Tattoo programme, brought a pleasant surprise. When the massed bands of all the battalions taking part in the tattoo, under Bandmaster J. E. S. Vince, were playing the earlier passages, the Cathedral and other buildings were illuminated as they would be, then, as the battle broke and the guns boomed, a dull red glow suggested the beginning of the conflagration as the Russians set fire to their adored city. Then, with the hymn of thanks-giving, the flames died down and pale yellow lights gave the effect of the gaunt ruins of a building after a fire.

Indian Dancing.

Nearing the end came another popular turn—the Kuttack Sword Dance by men of the 3rd Batt. 14th Punjab Regiment (arranged by Capt. C. F. S. Landridge). Building a huge bonfire in front of the Grand Stand, the men whirled about it, flashing their swords and uttering weird cries whilst keeping time to the beat of tom-toms and the wail of pipes.

To wind up, the massed bands and drums returned again to the arena, flanked and backed by all who had taken part in the Tattoo, the bands playing "Land of Hope and Glory," in which many of the audience joined, then the evening hymn, "Abide With Me," after which the Durhams buglers blew the "Last Post" and "Lights Out." "God Bless the Prince of Wales" and finally the National Anthem brought a long but most entertaining and splendidly organized programme to an end.—North China Daily News.

DRUG-SMUGGLING.

OPIUM SOLD AT \$90 A TIN IN CANADA.

VANCOUVER A DISTRIBUTING POINT.

Opium valued at \$10,000 (£2,000) was seized in the Canada Pacific liner *Empress of Asia* during her last visit to Vancouver. Such a seizure is not rare; but the amount of the drug seized was larger than usual, and the manner of the seizure affords a glimpse of the great difficulties in the way of checking the smuggling of narcotics into Canada by Chinese.

The Federal Department of Customs maintains in Vancouver a staff of preventive officers, whose duties are concerned solely with the detection of smuggled narcotics. There is no means of estimating the amount of smuggled drugs which enters Vancouver, but it is on record that since 1915 drugs valued at \$254,000 have been seized in vessels in the harbour by these preventive officers. In addition there have been seizures by harbour officials and by local police. From these figures it may be conjectured that, in spite of the best efforts of the authorities, not much less than \$1,000,000 (£200,000) worth of narcotics has found its way to this continent through the port of Vancouver in the last 10 years.

The recent seizure in the *Empress of Asia* was the result of clever work on the part of one of the preventive officers. Across the ceiling of a lower deck, above one of the boilers, ran a wide girder. To absorb the heat, cotton packing was stuffed round the girder and the whole was encased in an iron covering about 12 in. wide. The investigator noticed that a nut was missing from a man-hole which gave access to the stuffing, its absence being "camouflaged" by blackened grease. His suspicions were aroused, and while a dozen bland-faced Chinamen looked on he removed the man-hole covering and found, in place of the cotton packing which had been removed, a cache of 9 lbs. of cocaine and morphine and 25 live-tail (jib) tins of smoking opium.

The chief obstacle in the way of checking this traffic is the great profit to be made. For instance, cocaine, which comes chiefly from Germany, can be purchased wholesale, through legitimate channels, for \$12.74 (£2.18) an ounce. It is sold here by underground methods at from \$50 (£10) to \$100 (£20) per ounce. Morphine (made from crude opium), also imported chiefly from Germany, can be purchased, legitimately, wholesale for \$7.75 an ounce. Dope smugglers sell it at the rate of \$45 to \$90 an ounce. The dope pedlar, who sells to addicts tiny packets known as "buds," obtains three or four times more than the bulk price. Smoking opium, which Chinese smugglers are chiefly interested in, bought in China at about \$35 a five-tail tin, is sold here at present for \$90 a tin.

Rings And Corporations.

There is evidence that three or four powerful Chinese corporations, backed by almost unlimited wealth, are regularly financing contraband shipments through the port of Vancouver. In Vancouver itself there are several subsidiary rings which conduct a wholesale narcotic business on a small scale, besides their pedlar business.

In the Chinese drug-smuggling fraternity, preventive officers have to deal with men whose equals in craft and guile are hardly to be found in any other sphere of activity. It has been found that almost every liner from the Orient has among its Chinese crew one man who is known as "the opium man." This person, though probably occupying some menial capacity on the ship, is a highly intelligent, and often wealthy, Chinese, who makes huge profits as general transportation agent for the ring which he serves. Under him work the "carriers," who smuggle the drugs ashore. They receive from \$4 to \$5 for each tin of opium delivered safely at its destination.

It is a regulation that every Chinese leaving a ship in harbour must be searched by officers of the Customs Department, but many clever tricks to evade detection are employed by the Chinese. A favourite trick is the wearing of several layers of sweaters. For some with hidden pockets. For some a sleeveless vest containing 20 or more pockets, each of which will take a five-tail tin of opium. A Chinaman was caught recently, acting as a tally clerk, wearing a coat of this description and also underdrawers full of pockets; he carried altogether nearly 30 lbs. of opium on his person, worth over \$5,000 (£1,000). (Continued on next column.)

JAPANESE STEEL PRODUCTION.

PROPOSAL TO ABOLISH DUTY ON IRON.

MR. ASANO'S VIEWS.

Mr. Asano Soichiro, President of the Asano Steel Works, who strongly advocates placing the management of the Japanese Government Ironworks under private capital, is reported to have made suggestions to Mr. Nakahashi, Minister of Commerce and Industry, for the reorganization of the State foundry. He desires the joint management of the business by Government and industrialists as a preliminary step, but before that is done he recommends that every effort should be made by the State foundry to secure a plentiful supply of raw materials, so that private foundries may have a share in the materials thus obtained.

Emphasis should be laid on basic products such as pig iron, steel, ingots and billets, a surplus of which should be offered to private foundries to utilise in their production. It is important, says Mr. Asano, that a list of products should be drawn up for the State works, in which those available for private industries should not be included. A selling agency should be formed jointly by Government and business men to handle the 170,000 tons of stock lying idle in the store rooms of the Government foundry, and the proceeds thus secured should be utilised for purchasing ore and selling goods manufactured by Government and private foundries. It is essential that the Government foundry should leave to private manufacturers scrap production in Japan. The duty on pig iron, steel ingots and billets must be done away with. If this is found inadequate, concludes Mr. Asano, to deal with the situation, then the tariff on steel should be increased.

The Commerce Department is reported to be in favour of Mr. Asano's plan in the main. But the suggested disposal of idle stock, which, when effected, will improve the condition for manufacturers, will take time before it can be worked out. The proposed removal of the duty also would be strongly opposed by pig-iron producers. The question has often been raised by members of the Iron Steel Council, but it remains unsolved owing to opposition from the section which represents the pig-iron interests.—The Japan Chronicle.

It is an everyday sight to see a number of Chinese fishing in the harbour from the lower decks of liners. On one occasion a preventive officer became interested in a fishing line protruding from a port-hole. With the help of a boat and boat-hook he managed to grab the line without disturbing the fisherman within. In a moment, however, the line was hauled out of the port-hole. The officer hauled in many yards of line, at the end of which, attached to a fine steel cable, was a long narrow tube, which was found to contain 300 five tael tins of opium, worth \$25,000 (£5,000).

Recently detectives traced a shipment of opium from a ship to a house in the Chinese quarter. Minute examination of the wood shed brought to light two large slabs of wood, apparently thrown carelessly on a pile. They had been hollowed out and were stuffed with the drug, the top of the slab being cleverly replaced.

Acroplanes now escort into port most of the large liners from the Orient, because dope-runners were in the habit of throwing overboard packets of drugs, attached to small buoys, to be picked up by following launches. Acroplanes have practically put an end to this method of smuggling.

In Face Of Penalties.

The drug traffic continues in the face of heavy penalties and frequent convictions, Vancouver being used to some extent as a distributing point, not only for all Western States, Canada, but for the United States. There are, of course, white men of low caste who engage in the traffic, but the bulk of the trade is in the hands of Chinese. The Canadian-born Chinese population is increasing rapidly, and, with not enough work for them to do, there is evidence that many young Chinese take to dope-peddling as an easy and lucrative means of livelihood. Apart from opium, in which there is the largest traffic, cocaine and morphine from Germany, with small quantities of heroin, the most vicious drug of all, are the greatest menace. Shipments from Great Britain and the United States have been greatly reduced since these countries took steps to restrict export. Exports from Germany, however, seem to be on the increase.—Japan Chronicle.

Wm. POWELL, Ltd.

PHONE C. 4578

THE MOST CONVENIENT FURNISHING ESTABLISHMENT IN HONG KONG

JUST ARRIVED



SEE WINDOWS



THE PICNIC SEASON HAS STARTED

Let

BEAR BRAND MILK

serve all your needs.

It is delicious in Ice Cream. Can be carried with no inconvenience for use in Tea or by itself—Children love it and it is absolutely safe. [A.P.B.]

SOLE AGENTS:
A. B. MOULDER & CO.
On Sale at — Stores.

The Viva-tonal Columbia

The only Gramophone that is supported by scientific proof.



Hear it at

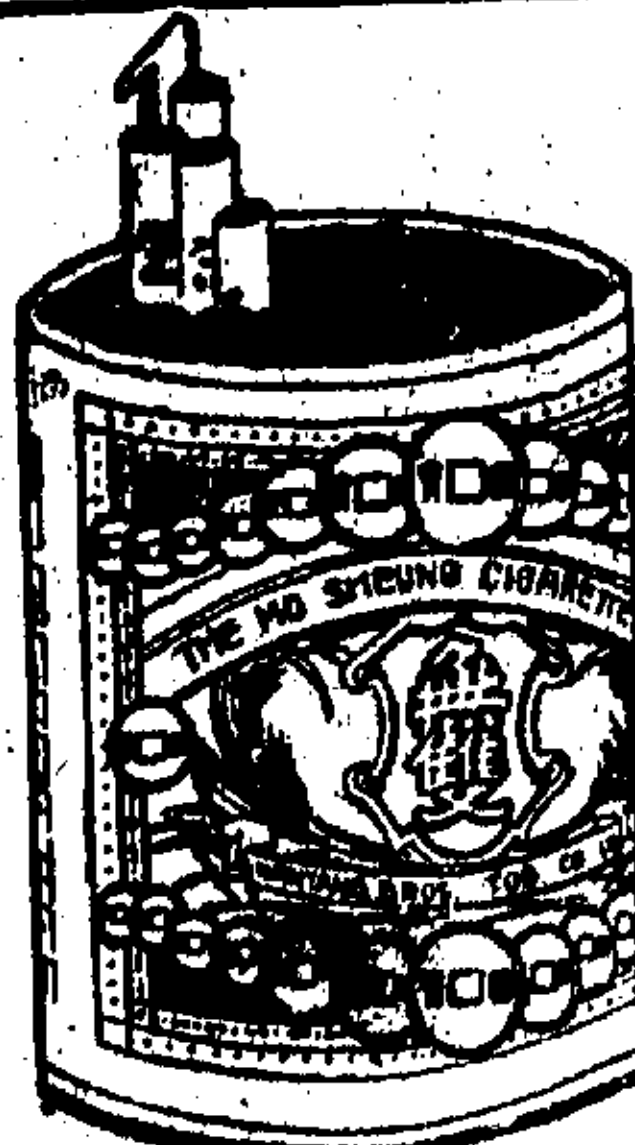
THE ANDERSON MUSIC CO., LTD.
ST. GEORGE'S BUILDING.

ASK FOR MO-SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used. On sale at all tobacconists.

NANYANG BROS. TOBACCO CO. [A.P.B.]



NEW ADVERTISEMENTS.

OPEN AIR WHIST DRIVE

IN AID OF
THE MINISTERING CHILD-
REN'S LEAGUE
(POLICE BRANCH)
WILL BE HELD ON THE
GREEN OF THE POLICE CLUB,
HAPPY VALLEY,
(Weather Permitting)
ON
THURSDAY, THE 9th OF JUNE,
Commencing at 8.30 P.M.

ADMISSION:—\$1.00.
If Wet will be held inside the Club
[5004]

NOTICE.

MONIES Up to \$50,000 are
available for Investment on
1st Class Mortgage Security subject
to a Trustee Valuation.
Apply Messrs. DEACONS,
499B, Prince's Buildings.

HONG KONG & SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN
that Certificate No. 5/NS 8848
dated Hong Kong, 20th July, 1923, for
Twelve Shares, Numbered 130530/130541
inclusive, and Certificate No. 5/NS
10416 dated Hong Kong, 6th April,
1925, for Six Shares Numbered 55746 to
55750 and 131549 inclusive, all registered
in the Name of AUGUSTE MAURICE
CHAMBERLAIN, should these Certificates
not be produced to the Bank before
the 10th JUNE, 1927, New Certificates
for the Shares will be issued and the
aforesaid Certificates Nos. 5/NS 8848 and
5/NS 10416 will be thereafter treated
by this Corporation as Null and Void.
By Order of the Court of Directors,
A. C. HYNES,
Acting Chief Manager
Hong Kong, 11th May, 1927. [4909]

PUBLIC AUCTION

BY ORDER OF THE MORTGAGEE.

VALUABLE LEASEHOLD
PROPERTY.

SITUATE at VICTORIA, Hong Kong,
registered at the Land Office as
SECTION A or INLAND LOT No. 17,
Together with all Buildings thereon
known as Nos. 38 & 40, Queen's
Road Central and No. 1A, Stanley
Street to be Sold by PUBLIC AUCTION
on Monday, the 20th day of
June, 1927, at 3 o'clock P.M., by Mr.
E. V. M. R. De Sousa, the Auctioneer,
in his Auction Room, No. 4, Duddell
Street, Hong Kong.
For further Particulars and Conditions
of Sale, Apply to:—Dr. S. W. T'so,
Solicitor for the Vendor, No. 26,
Des Voeux Road Central or to Mr. E.
V. M. R. De Sousa, the Auctioneer,
Hong Kong, the 19th day of May, 1927.
[4938]

SHOPS TO LET

88/84, NATHAN ROAD,
KOWLOON.

OFFICES TO LET

STEPHENS BUILDING,
67/69, DES VOEUX ROAD
CENTRAL,
AND
PRINCE'S BUILDING,
CHATER ROAD.

APPLY TO - A. J. DAVID

PRINCE'S BUILDING,
CHATER ROAD. [25]

BEAUTIFULLY situated house
standing within own spacious
grounds (30 cents by chair or 40 cents
by taxi to reach same) will accept young
family or two bachelors for large front
room possessing broad verandah and
good outlook, private bath with hot and
cold water, etc. Service and food included
if required. Moderate price to nice
people. One self-contained furnished
flat mid-level, available by taxi near to flat
or to door by chair 40 cents for bachelors
mess or young family. Service and food
if required. Excellent view and small
garden. Airy position. Modern house
not far from beach and on motor bus
route, possessing garage has two flats
furnished possessing modern bathrooms,
fully equipped, flush, hot and cold
water, broad verandah having excellent
views. Possibly available to bachelors
as mess or single rooms with private
bathrooms with breakfast and service or
full board. We also have houses and
flats furnished or unfurnished in other
locations.

Call

HONG KONG SMALL INVESTORS
SHARE & REAL ESTATE CO.
Or Tel. C. 4830.

INTIMATIONS.

CHINA SUGAR REFINING
COMPANY, LIMITED.
NOTICE.

THE FORTY-NINTH ORDINARY
SHAREHOLDERS of the above Com-
pany will be held at the Offices of the
General Agents, Pender Street, on
TUESDAY, 7th JUNE, 1927, at Noon,
for the purpose of receiving the Report
and Statement of Accounts for the Year
ending 31st DECEMBER, 1926.
The TRANSFER BOOKS of the
Company will be CLOSED from 26th
MAY to 7th JUNE, 1927, Both Days
inclusive.
JARDIN, MATHESON & Co., Ltd.,
General Agents,
Hong Kong, 16th May, 1927. [4932]

PEAK TRAMWAYS COMPANY.
LIMITED.

NOTICE IS HEREBY GIVEN
that the ANNUAL ORDINARY
GENERAL MEETING of SHARE-
HOLDERS of the above Company
will be held at the Hong Kong Hotel,
Hong Kong, on THURSDAY, 9th
JUNE, 1927, at 11 A.M., for the purpose
of receiving the Report of the Directors
together with Statement of Accounts
for the Year ended 30th APRIL, 1927.
The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY, 4th JUNE to FRIDAY,
10th JUNE, 1927, Both Days in-
clusive.
JOHN D. HUMPHREYS & SON,
General Managers,
Hong Kong 30th May, 1927. [4974]

FOR SALE OR TO BE LET
UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with
Central Heating, Five Bedrooms,
Four Bathrooms, Three Drying Rooms,
Modern Sanitation, Grass Tennis Court
and Garden.—Possession MAY 1st.—
Apply: LINSTEAD & DAVIS,
ALEXANDRA BUILDINGS, [4776]

FURNISHED FLAT on PEAK TO
LET: Two Bedrooms with Bath-
rooms, Two Reception Rooms and
enclosed Verandah. Modern Sanitation.
Immediate Possession.—Apply Box 4796,
c/o Hongkong Daily Press. [4796]

PREPAID "WANTED"
ADVERTISEMENTS.

TO LET.—At FANLING, a 4-roomed
HOUSE with Garden and Garage.
Moderate Rent.—Apply KWONG
SANG HONG, LTD., 250, Des Voeux
Road CENTRAL [253]

Hong Kong Office: 1A, Chater Rd.
London Office: 21, Bride Lane,
Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 7th, 1927

CHINESE AND JAPANESE.

It is one of the ambitions of the
Chinese to emulate the Japanese
in their advance to a premier
position in the affairs of the world.
This, however, would seem to be a
task well nigh impossible, without
a radical change in outlook and
character on the part of the Chi-
nese, for there is slight evidence
of their ability to do what the
Japanese have achieved in the past
sixty years. Indeed there would
seem to be no reason why the
Chinese should ever accomplish this
expressed aim seeing that so little
has been done up to the present
in spite of the fact, that poten-
tially, so far as natural resources
are concerned they are in an in-
finitely superior position, while
they have not been a whit behind
the Japanese in regard to opportu-
nities. The fundamental difference
that forces itself upon one in the
comparison between the two nations
is that the Japanese quietly learns,
and proceeds at once to put into
practice what has been learned. He
is willing to be a humble disciple,
but the knowledge he acquires is
never valued for the sake of know-
ledge, but for the use to which it
can be put. Every lesson is put
to the test of utility. There is a
grim earnestness about a Japanese
collecting his data; his laborious
efforts excite admiration, wonder
and ridicule in the eyes of the
foreigner who watches his activity.
He seems to be animated by a
passion that ignores all adverse

INTIMATIONS.

DEWAR'S

"WHITE
LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

Awarded 50 Gold
and Prize Medals.

"VICTORIA
VAT"

THE VERY FINEST OLD

SCOTCH WHISKY

As supplied to the Houses of
Lords and Commons.

SOLE AGENTS:

A. S. WATSON
& CO., LTD.

HONG KONG DISPENSARY.

[50]

comment, in his search for matter
which will contribute even a little
to the further and greater impor-
tance of his nation. The pursuer at
table will openly invite suggestions
for new dishes, admitting that he
does not know whether the menu
is what we would like. The
Japanese passengers crowd round
the daily record on the chart which
marks the progress of the vessel,
and shows the advance of the flag
of the Rising Sun, and the space
conquered by the Japanese ship.
They solemnly record the facts in
their note books, old and young,
as though they were children at
school taking lessons down from a
teacher. But there is the same
enthusiasm in the work which is
never half hearted. Having set out
on the Western road they are
determined they will travel it with
energy and efficiency. But behind
all this, and the mainpraying of
this force, is an ideal which is
completely absent in the Chinese
character. It is an ardent patrio-
tism, which imbues them with a
spirit of such intense love for
Japan, that any personal sacrifice
or effort, which might advance the
national cause even slightly, is
cheerfully undertaken. Each is
striving to make the maximum per-
sonal contribution to the common
fund of energy, which urges on the
ship of state.

The Chinese have not, and appar-
ently cannot achieve, this frame of
mind. As a nation of talkers they
are unsurpassed, but action is
alien to their nature. Knowledge
is something to be acquired for its
own sake, and not to be put at
the disposal of the State in the
form of service, except in rare
cases at a high price. If China
had put as much energy into re-
forming her Courts of Justice and
in perfecting administration as she
has put into vilifying the foreigner
she would have had no need to
demand the abolition of extra-
territoriality. She would have won

the respect of the Western world
and so secured honourably what she
cannot achieve by dishonourable
means.

It is the necessity for food, cloth-
ing and housing, and that on the
lowest possible plane, that makes
the Chinese work at all. It is
that plus a profound feeling that
his country's progress depends on
his effort, that spurs on the
Japanese and so produces such
differences in national efficiency
and quality of achievement. China
is merely a collection of individuals
or at most of families and clans
fortuitously brought together. Japan
is a nation working in unity and
harmony and so, combining the
individual forces into one supreme
movement for the welfare of the
State.

A Chinese broker reports that
while he was walking in Bonham
Strand on Sunday, someone picked
his pocket and stole \$900 in notes.

As the result of falling from his
bunk while asleep, a Chinese living
at No. 2, Tithing, Lane, received
a scalp wound which necessitated
treatment at the hospital.

A Chinese stoker employed at the
Government Civil Hospital to tend
the boiler there, was on Sunday
badly burned about the face and
hands by a rush of steam. He is
now undergoing treatment at the
hospital.

While walking in Hollywood
Road at 3.40 a.m. yesterday, a Chi-
nese reporter of the *Wah Yan Pao*
was assaulted by three unknown
men one of whom was alleged to
have had a pair of handcuffs in his
possession. A report has been made
to the police.

While travelling in a motor bus
between the Diocesan Boys' School
and Kowloon City on Sunday, a
Chinese shopkeeper of No. 59,
Saigon Road had his left coat
pocket out and \$110 in notes stolen.
He did not discover his loss until
he left the bus at Kowloon City.

The Rev. G. R. Lindsay, writing
from Singapore, says they are
having a glorious trip and enjoy-
ing every day. A letter from him
appears in this issue. His address
for the present is c/o Church
House, South John St., Liverpool.—
St. Andrew's Church Messenger.

An alarm of fire was given in
the Chinese restaurant Wing Pow,
in Queen's Road East, early on
Sunday morning, when some sparks
were seen coming out from the
chimney of the restaurant. The
fire was put out by the *fokis* of the
shop before the arrival of the
brigade.

Mr. Basto, living in one of
the new unnumbered houses on the
Taipo Road, reports that a burglar
entered his room on the first floor
on Sunday night by climbing on
to the verandah the door of which
was left open. A gold watch and
a pair of opera glasses worth \$90
were stolen.

A bar boy of the N.A.A.F.
Institute, Peninsula Hotel, was
charged before Mr. W. Schofield at
the Kowloon Magistracy yesterday
morning with the theft of nine
cigarettes. Owing to the absence
of Mr. H. F. Ollington, the man-
ager, the case was adjourned till
this morning.

Breaking into an unoccupied
house, at West Point, a Chinese
removed all the brass fittings, win-
dow locks and bolts. He was seen
leaving the house and arrested.
Charged before Mr. B. E. Lind-
sell yesterday morning he pleaded
guilty and was sentenced to six
weeks' hard labour.

The lawn bowls match arranged
between the "A" and "B" teams
of the Kowloon Cricket Club yes-
terday was cancelled on account of
rain.

The 49th ordinary annual meet-
ing of the China Sugar Refining
Company is to be held to-day at
noon, at Messrs. Jardine, Matheson
& Co.'s Board Room.

There is to be piano recited by
the pupils of Mr. Harry Ore at the
Cathedral Hall to-day at 5.30 p.m.
A very fine programme has been
arranged, and should be a treat to
all music lovers.

A Chinese had his pocket picked
near the Macao Steamboat Wharf
yesterday morning by, it is alleged,
another Chinese who was arrested
by an Indian constable. It is said
that \$2 was taken.

While tending a boiler a Chinese
in charge of the furnace at the Gas
Works in Des Voeux Road West was
on Sunday severely burnt about the
face and hands. He was taken to
hospital.

St. Peter's Young Men's Club
held their inaugural social for
Service Men at the Club House
last evening, when a very enjoy-
able programme, full of variety and
interest, was provided for those
attending.

An excellent programme, arrang-
ed by Mrs. Costen, who has secured
some particularly good local
talent is promised at the Service
Men's Concert at the "Cheer O"
Y.M.C.A., Chater Road, this even-
ing. It begins at 8.30.

A motor lorry belonging to
Messrs. A. S. Watson & Co., Ltd.,
was passing the Western Market
yesterday afternoon when it skidded
on the wet road and crashed into
a ricksha drawn up by the pave-
ment. The ricksha coolie was in-
jured about his face and arms and
taken to hospital.

We hear that Mr. J. J. Robson,
for many years people's warden
of St. Andrew's, has settled down
at Whitley Bay, Northumberland.
Mr. Robson has been invited to be-
come Warden of Whitley Bay
Church, but is content to serve as
Sidesman for the time being.—
St. Andrew's Church Messenger.

Pleading guilty to a charge of
larceny of a tin of corned beef,
from "B" Company, Welch Regi-
ment Stores, at the Peninsula
Hotel, an unemployed Chinese was
fined \$10 or in default 14 days'
hard labour, by Mr. W. Schofield
at the Kowloon Magistracy yester-
day morning. The defendant was
arrested by L/C. Brown.

Severe injuries to the head were
sustained by a coolie who was
knocked down by a motor bus at
the junction of Pokfulam and
Mount Davis Road on Sunday. He
was attended on the spot by Dr.
S. Po Wong who lives in the
vicinity. The coolie was subse-
quently taken to the hospital where
he is now in a serious condition.

Mrs. da Luz, a resident of Nathan
Road, Kowloon was yesterday
walking past Messrs. Whiteway,
Laidlaw's, Ltd., when a Chinese
snatched her purse and made off.
He was chased by a European, but
managed to elude him and was
eventually arrested by an Indian
constable. He will be charged at
the Central Court this morning.

The *Outpost Supplement* for May
has the following note: "Our
readers will no doubt be glad to
hear that word has been received
from the Bishop saying that he
and Mrs. Duppuy arrived safely in
England on April 11th, after an
excellent passage. He says that
China has been much in his
thoughts, and continues: 'I be-
lieve if we will wait patiently the
Christian Church will have a won-
derful opportunity again in China
soon, and we need to be ready when
the chance comes. May God fit us
for the work to which He has called
us.'"

Silk forwarded from here by the
Empress of Asia on May 11th arriv-
ing in New York (St. John's Park)
on June 2nd, having been 22 days
in transit.

RETIREMENT OF MR. V. G.
LYMAN.TRIBUTE BY THE SOCONY
STAFF OF SHANGHAI.

Recently, his associates in the
Shanghai Office of the Standard
Oil Company of New York tender-
ed Mr. V. G. Lyman a farewell din-
ner at the Majestic Hotel on the
occasion of his retirement after 25
years' service with the company.
Sixty Socony men were present at
this dinner. Mr. H. J. Everall
made an address of appreciation on
behalf of Mr. Lyman's colleagues
present and absent, after which,
Mr. H. J. Sheridan presented Mr.
Lyman with a handsome token of
the regard in which the popular
assistant General manager is held
by his fellow workers in Socony.
Mr. Lyman feelingly responded to
these addresses amid cheers and
songs.

Mr. Everall said, in part: "Dur-
ing these several years, Mr. Lyman,
with his hearty co-operation, un-
bounded geniality and tact, has un-
questionably endeared himself to
both the Chinese and foreign mem-
bers of the north China staff of
Socony.
"Not only in Socony matters has
Mr. Lyman been to the fore; he has
also been active in public affairs.
For some years he has been a Muni-
cipal Councillor—latterly carefully
watching those that did not heed
the curfew hour and seeing that
we were well protected during the
recent turbulent times. We wish
warmly to thank Mr. Lyman now
for what he has done for all of us
as members of this Community.
The Union Club, inaugurated to
bring together Americans, Chinese
and British, of which Mr. Lyman
has been and is the President, has
had his constant attention and
patronage. In the American Cham-
ber of Commerce, Whangpoo Com-
merce and Social spheres, Mr. Lyman
has rendered many hours of labour and
invaluable service.
"May he always be able daily
thoroughly to enjoy those famili-
ar, fragrant and excellent after
breakfast, tiffin and dinner cigars,
and may his shadow never grow
less."

Mr. and Mrs. Lyman sailed for
the U.S.A. on the *President Cleve-
land* on May 27th.—*North China
Daily News.*

THE REV. G. R. LINDSAY.

LETTER TO ST. ANDREW'S
CONGREGATION.

Writing from the *Malwa*,
Singapore, the Rev. G. R. Lindsay,
in the course of a letter to the
St. Andrew's Church Messenger,
says:

We endeavoured to acknowledge
all the individual presents which
were sent to us but your generosity
made it very possible that some
acknowledgments may have been
overlooked.

The last week was a big strain to
us both and we feel that we have
left a bit of ourselves behind at
St. Andrew's.

With all our hearts we thank you
for the confidence, support and
friendship you gave to us so freely.
We can never forget you. Our last
Sunday will be an abiding memory.
Think of us sometimes at St.
Saviour's, Everton, Liverpool,
where we begin work on Septem-
ber 1st. It is a parish of 13,000
people, with big Church Day
Schools. Pray for us.

If any of you pass through Liver-
pool please find us out. You will
be made as welcome as you have
always made us.

OBITUARY.

ENG. REAR-ADMIRAL JOHN
FIELDER.

There recently passed away at his
residence in Southsea, a member
of a family long connected with
St. Andrew's Church, in the person
of Engineer Rear-Admiral John
Fielder. Admiral (then Captain)
Fielder was a member of the *Vestry*
from 1907 to 1909, and was Treas-
urer in 1909 until he left the
Colony.

The eldest son of Admiral Field-
er, Mr. John Fielder, was attach-
ed to the Air Ministry at Bagra,
Mesopotamia. While proceeding
overland to Port Said, en route for
England, Mr. Fielder was fatally
injured in a motor accident, and
was buried at Bayreuth on the day
before his father's death.

Another son, Mr. B. E. Fielder
(also a former member of the
Vestry), has recently returned to
Hong Kong. We would express
our sincere sympathy with him, as
well as with Mrs. Fielder and family
in this double bereavement.—
St. Andrew's Church Messenger.

JAPAN'S CHINA
POLICY.WHAT IS THE GOVERN-
MENT GOING TO DO?

INQUIRIES IN THE PRESS.

There is a strong desire among
the Japanese people to know the
exact nature of the China policy
which the present Seiyukai Cabinet
proposes to pursue. The present
Government has twice declared its
China policy up to the present, but
it was set forth in such abstract
terms that the public is still left in
the dark as to the concrete shape
which it is expected to take. Com-
menting on the China policy of the
present Government, the *Tokyo
Asahi* finds it far from satisfactory
to note that the Government has
only just begun to collect data on
which the China policy is to be
built up. In the *Tokyo Asahi's*
opinion, it is a mistake to regard
Communist activities as a matter
purely Chinese, and try to devise
measures for dealing with them as
such. Such a course is positively
hazardous, and the *Tokyo* journal
is glad to observe that the present
Cabinet is gradually developing an
inclination to leave China to deal
with the matter as best it can.
Our *Tokyo* contemporary draws
particular attention to the fact that
Britain's China policy is putting on
a new aspect, independently of the
attitude of all other Powers. This
offers a singular contrast to the
attempt which is apparently being
made by the present Cabinet to
revert to the policy of co-operation
with the Powers in China. In
existing circumstances, it would be
futile for Japan to try to return to
such a policy. Not that Japan
must move quickly, as Britain has
begun to move. What is important
is that Japan retain freedom of
action and frame her China policy
as quickly as possible out of regard
for her peculiar position.

The China Commission.

The *Chugai Shogyo* evinces little
enthusiasm over the plan which
the present Government is said to have
in contemplation for the establish-
ment of a Commission on Chinese
problems. It is, of course, impor-
tant that careful study should be
made of matters which have any
bearing on the country's policy to-
wards China, but as the Chinese
problem is by no means an issue of
sudden growth, the Seiyukai ought
to have studied it thoroughly while
out of power and work out a policy
of its own.

The *Yamato*, unlike the *Chugai
Shogyo*, heartily welcomes the plan
of the Seiyukai Cabinet to organise
a Commission or a Council for the
study of China policy. The Chinese
problem, it says, is of great im-
portance to this country, economic-
ally, strategically and otherwise,
and the scheme of the present
Cabinet to create an organ for the
formulation of Japan's fundamental
policy towards China may well be
hailed as quite opportune.

Warning Against Change.

The *Jiji* is a staunch advocate of
the non-interference policy, and the
course followed by the former Cab-
inet has its entire support. Britain
has dispatched a big force to
Shanghai, and this step was per-
haps necessitated by geographical
considerations. As for Japan, how-
ever, she need not follow Britain's
example, as her geographical propin-
quity enables her to send troops
to China at short notice. The best
course for the Japanese Govern-
ment to follow is manifestly to ad-
here to the policy hitherto pursued,
while watching the development of
the Chinese situation. Exaggerated
reports of the Nanking and the
Hankow affair at one time caused
much excitement in this country,
but as the true facts of the affairs
were gradually unveiled, and the
strong opinions which found expres-
sion for a time have lost ground.—
Japan Advertiser.

RIVER LEVELS.

KWANGTUNG CONSERVANCY
BULLETIN.

West River at Shuihung: June
4th, 9ft. 2ins.; June 5th,
falling; highest level on re-
cord 41 feet; lowest on record
6in.
North River at Tsingyuen: June
4th, 9ft. 7ins.; June 5th,
falling; highest level on re-
cord 28ft. 7ins.; lowest 6in.
North River at Samshui: June
5th, 4ft. 8ins.; June 6th,
falling; highest level on re-
cord 27ft. 5ins.; lowest 5ft.
East River at Sheklung: June
4th, 7ft. 1in.; June 5th, 6ft.
6ins.; highest 15ft. 5ins.;
lowest 2ft.

120,000 SHANSI TROOPS TO MARCH ON PEKING.

SHANSI'S GOVERNOR THROWS IN HIS LOT WITH KUOMINTANG.

MOBILISING TO ATTACK PEKING FROM THREE POINTS.

FENGTIEN LEADERS IN A FUNK.

DEMAND CHANG TSO LIN'S WITHDRAWAL FROM MILITARY AFFAIRS.

SHANTUNG CAPITAL NOW THREATENED.

FOREIGN TROOPS TO CONTROL COMMUNICATIONS BETWEEN PEKING AND TIENTSIN.

General Yen, Shansi's "Model Governor," has definitely decided to support the Kuomintang, as represented at Nanking, and he has ordered the mobilization of 120,000 of his troops with a view to effecting an immediate march upon Peking. General Yen has telegraphed to Marshal Chang Tso Lin that he is willing to mediate between the North and South provided the Fengtien troops are withdrawn from Chihli province.

A local vernacular contemporary states that Chang Tso Lin, on learning of the Shansi Governor's intentions, was "thrown into sudden fright." He ordered the concentration of his troops along the Peking Mukden Railway, and will now probably have his headquarters at Tientsin.

It is reported that a number of Fengtien leaders have jointly signed a telegram requesting Chang Tso Lin to resign from all military affairs.

Meanwhile, with the capture of Linsing, on the Pukow-Tientsin Railway, the way is now clear for the victorious Southerners to march on Tsinan, the Shantung capital.

Foreign troops—(British, American, French, Italian and Japanese)—will shortly co-operate with a view to control communications between Peking and Tientsin.

STEADY MARCH TO THE NORTH.

ANOTHER IMPORTANT SOUTHERN VICTORY.

(Wah Tsz Yat Pau.)

SHANGHAI, June 6th. The Kuomintang forces, led by General Ho Yu Cho, have advanced to Linsing, to the south of Shantung. General Ho himself has also arrived there to direct the operations further north. According to the latest reports, the Southern troops at Linsing number 40,000. They are preparing to advance towards Tsinan, the capital of Shantung.

During the battle a large quantity of ammunition and about 3,000 Shantung troops were captured.

(Wah Tsz Yat Pau.)

Tsinan Next.

SHANGHAI, June 6th. General Yan has ordered 120,000 troops to be immediately mobilised and march on Peking from three directions.

The Five Powers concerned have unanimously agreed that in case the war threatens Peking and Tientsin they should co-operate in controlling communications between those two cities.

On learning that General Yan Shih Shan had decided to mobilise with the object of attacking Chihli, Marshal Chang Tso Lin was "thrown into sudden fright" and gave orders that all Fengtien troops should be concentrated along the Peking-Mukden Railway. His headquarters will consequently be removed to Tientsin.

General Yan Shih Shan has telegraphed to Marshal Chang Tso Lin to the effect that he is willing to offer himself as mediator if the Fengtien evacuate Chihli Province.

Shansi Tsuchun's Advice To Chang Tso Lin.

General Yaf has also sent a representative to see Marshal Chang Tso Lin advising the latter not to resist obstinately the tide of nationalist movement based on the "Three People" Doctrine.

The fall of Linsing threatens Tsinan, where the exchange rate on Shantung banknotes has suddenly fallen a considerable number of points and the Shantung Provincial Bank is being subjected to a severe run.

It is reported that a number of Fengtien leaders, including Chang Tso Shiang, Yang Yu Ting and Wu Chien-shing, have jointly signed a telegram to request Marshal Chang Tso Lin to resign from all military affairs.

SHANSI'S GOVERNOR'S DECISION.

[NAVAL WIRELESS.]

SHANGHAI, June 6th. General Yen Hsi Shan, the Shansi tuchun, who holds the key position to the military situation, has definitely sided with Marshal Chiang Kai Shek, and is organising his army for an attack on Peking.

It is especially interesting in view of this development, to learn through Press messages that it is possible that an armistice will be proclaimed between the North and South in the next two or three days. It is announced that the Southerners have demanded as a condition that Marshal Chang Tso Lin shall retire to Manchuria with his armies.

It is understood that General Yen Hsi Shan is an anti-Communist.

TIENTSIN DEFENCE.

GENERAL DUNCAN ARRIVES.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, June 6th. General Duncan has arrived here.

U.S. Marines.

SHANGHAI, June 6th. The transport *Henderson* arrived at Taku this morning, and the U.S. Marines left for Tientsin this afternoon.

[NAVAL WIRELESS.]

More Shots At Shanghai Yachts.

SHANGHAI, June 6th. A repetition, on a smaller scale, of last Sunday's incident occurred today when a British motor-boat and a yacht, sailing in the vicinity of Lungchua, were subjected to a considerable amount of rifle fire from the shore. The shots were fired by soldiers, and a motor-boat from H.M.S. *Hawkins*, which witnessed the outrages, returned the fire.

There were no British casualties, and those of the Chinese soldiery are unknown.

[NAVAL WIRELESS.]

Ningpo's Boycott.

SHANGHAI, June 6th. It is reported from Ningpo that Nationalist agitators are attempting to organise a boycott of British goods. They have met with a certain amount of success up to date.

News from other ports on the Yangtze indicate that the position generally is very quiet. Very little of note is occurring now that the Southern troops have advanced into Anhwei and Kiangsu.

THE SOUTHERNERS' ADVANCE.

WHERE IS SUN CHUAN FANG?

SHANGHAI, June 6th. According to Nationalist reports, they are in occupation of the railway station at Hanchowfu and probably by now of the entire city.

There is also ample confirmation that Marshal Feng Yu Hsiang has actually taken possession of Chengchow, foreign telegrams having been received to that effect. But from Hankow, reports appear to the effect that Changchow was taken by General Tang Seng Chi's troops. If Marshal Feng Yu Hsiang is associated with Moscow, as it is understood he is, it matters little whether he or Tang Seng Chi took this city in Honan.

The position of Marshal Sun's troops is not at all clear. He is retreating toward a city called Suchien, but his armies are still holding an important sector in northern Kiangsu on the east flank of the Nationalist forces. He can still control egress on the Lunghai-Railway to the sea. But his alliances and associations are not clear, nor is it known exactly why General Chiang Kai Shek does not force him to capitulate or to retreat to Tientsin by sea from Hanchow, at this time when there is no Shantung army to protect his rear and flank. No explanation is available in Shanghai, although many guesses are made, from the suggestion that Sun Chuan Fang actually reached an understanding with the Nanking Government to the likelihood one that it costs too much in men and shot to defeat Sun's army decisively.—*North China Daily News*.

BRITISH TROOPS FOR NORTH CHINA.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 6th. The 2nd Battalion Borderers sailed this afternoon for Tientsin. The First Middlesex are under orders for Weihaiwei and expect to leave within a week.

FROM FRANCE TO THE URALS.

WONDERFUL FRENCH NON-STOP FLIGHT.

FIFTEEN HOURS IN MIST AND RAIN.

[THROUGH REUTER'S AGENCY.]

PARIS, June 6th. Costes and Rignot flew 5,000 kilometres in 29½ hours, of which 15 hours were passed in mist and rain. They were obliged to halt, and searched vainly for three hours for a landing place in the Urals. Finally they landed in a little field.

"Arduous And Difficult Flight."

Costes and Rignot descended at Ekaterinsk, 75 miles north-west of Ekaterinburg, a distance of 3,120 miles.

"It has been the most arduous and most difficult flight that I have experienced," telegraphs Costes. The last 15 hours were spent in fog and rain. Petrol had to be jettisoned to lighten the machine, and three hours were spent in searching for an open space to descend in the Ural Forest.

In The Region Of Tobolsk.

Costes and Rignot landed in Tajik region of Tobolsk after a 30 hours' flight.

BALKANS' FERMENT.

ALBANIANS AND JUGO-SLAVS FALL OUT.

[THROUGH REUTER'S AGENCY.]

BELGRADE, June 6th. There has been a serious sequel to the arrest by the Albanian police of an Albanian named Jurashkovitch, employed as a dragoman in the Jugo-Slav Legation at Tirana, on a charge of spying.

Despite Jugo-Slav protests, his release has been refused, and now the Jugo-Slav Charge d'Affaires and the entire Legation staff have sailed from Durazzo.

Paris Newspaper's Comment.

PARIS, June 6th. The newspapers are greatly concerned as to the Jugo-Albanian breach and the possibility of embitterment and a quarrel between Italy and Jugo-Slavia over Albania, which has already caused European statesmen considerable trouble to appease.

The *Matin* points out that the present action coincides with the authority given the Jugo-Slav representative at Rome to make conciliatory proposals in connection with an Italo-Albanian Treaty and hopes may be deduced therefrom that Jugo-Slavia does not hold Italy responsible for the events which have led to the present breach.

UNITED STATES FLEET.

REVIEWED BY THE PRESIDENT.

[REUTER'S AMERICAN SERVICE.]

NORFOLK, Va., June 6th. President Coolidge reviewed the combined Atlantic and Pacific fleets off Cape Henry to-day, when 97 vessels, comprising the greatest concentration of sea forces since the war, proudly paraded past for an hour and forty minutes.

President Coolidge was visibly impressed, and ordered the signal "Well Done" to be flashed.

FENG'S ADVICE TO CHIANG.

WANTS TO ACT AS MEDIATOR.

[REUTER'S AMERICAN SERVICE.]

PEKING. General Feng Yu Hsiang has dispatched several secret couriers to Nanking to see General Chiang Kai Shek, says the Chinese Press. The purpose of this journey seems to be to give advice to Chiang "not to sever his relations with the Wu-Han Government" as General Feng desires to act as an arbiter between the two parties.

As the generals concerned are not of the same state of mind, no genuine co-operation will be brought about, thinks Feng. A report was sent to Feng by the couriers which reads in part:—"We are now in Nanking and have transmitted your opinions to General Chiang. Those were appreciated by the General and he wishes to carry out your plans at once. General Chiang expressed his desire to gain your aid in his work, so you are requested to co-operate with him in the stand against the enemy."—*Chung Mei*.

ACROSS THE ATLANTIC.

MACHINE DAMAGED.

FINE PERFORMANCE UNLUCKILY MARRED.

RECORD NON-STOP VOYAGE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 6th.

The s.s. *Mauritania* wirelessed at 3.30 this afternoon that a monoplane with markings similar to that of the airman Chamberlain, of the *Columbia*, circled the ship and then flew off eastward, "flying fine."

The position given in the *Mauritania's* message was 300 miles west of the Scilly Isles.

Going Up-Channel.

LONDON, June 6th. The *Columbia* was sighted at 8.20 this evening, off Land's End, heading up the Channel.

Over The Rhineland.

AMSTERDAM, June 6th. The "Columbia" passed over Crefeld and the Rhineland at 3.20 in the morning and Dortmund at 4, where she was only sixty feet in the air. All was well.

The Landing.

NEW YORK, June 6th. Chamberlain landed at Paderborn in Westphalia at 9.30 o'clock.

42 Hours' Flying.

BERLIN, June 6th. Shortage of petrol compelled Chamberlain to land at Eisleben in Saxony at 5 o'clock after having done 42 hours' flying, beating Lindbergh's long-distance record. A machine has left Halle to take petrol to enable the Americans to reach Berlin, where enormous crowds were waiting all night long and numerous planes were continuously in the air to escort the "Columbia."

Propeller Broken.

BERLIN, June 6th. The "Columbia" reascended at Eisleben at 9.30 for Berlin, but as she did not arrive, two hours later, the tired and disappointed crowds dwindled, convinced that a premature landing had been effected.

This was confirmed at midday by the news that the aeroplane had landed in the marshes of Klinge, nine miles south-east of Berlin.

The propeller was broken, and probably the machine will be unable to resume the flight.

Machine Dis'bled.

KORFUS, June 6th. "Columbia's" flight ended in the machine being disabled. The airman, dogtired, retired to bed, and will go to Berlin to-morrow.

Berlin Disappointed.

LATER. The large mug of iced lager ordered by wireless for Chamberlain and Levine when they were leaving New York, remained untasted.

At the Tempelhofer Aerodrome the hands ceased playing and the influential Reception Committee departed when the news arrived of the inauspicious ending to the flight when virtually within sight of its destination.

Americans Frantic With Delight.

NEW YORK, June 6th. America was frantic with delight and newspaper sales broke all records.

Prayers were offered in the churches yesterday evening for the safety of the airman, whose wives to-day telegraphed affectionate congratulations to their husbands.

Mrs. Levine declared that if she had known that her husband contemplated the trip she would not have allowed him to go but "now I am proud of him."

BOLSHEVISTS BOWLED OVER.

EXCLUSION OF TROTSKY AND ZINOVIEFF.

[THROUGH REUTER'S AGENCY.]

MOSCOW, June 5th.

After hearing M. Bukharin's report, the Moscow Committee of the Communist Party has decided to insist on the exclusion of Trotsky and Zinovieff from the Central Executive Committee of the Party.

POWDER MAGAZINE EXPLODES.

TERRIBLE SCENES IN CRACOW STREETS.

MANY KILLED AND INJURED.

AT LEAST £500,000 DAMAGE.

[THROUGH REUTER'S AGENCY.]

WARSAW, June 6th.

Sick and maimed inmates of hospitals, jibbering and wailing in the streets of Cracow, worshippers rushing and screaming from churches followed an appalling concussion, which it was first believed was an earthquake.

It transpired that a neighbouring powder magazine had been rent by an explosion, due to the decomposition of wartime Austrian munitions stored near the Fort of Witkowice, which had been demolished. So far as is known ten persons have been killed and over 200 seriously injured. Hundreds were blinded by the glass shattered from the windows of scores of houses which were obliterated.

The damage is at least half a million sterling.

THE RACE FOR PEKING.

WILL FENG YU HSIANG FORCE HANKOW BACK TO COMMUNIST FOLD?

SHANGHAI PAPERS ON MILITARY SITUATION.

NORTHERN HOPES TO HOLD CHIHLI.

SHANGHAI, June 6th.

The fall of Hanchowfu to the armies of General Chiang Kai Shek is momentarily expected, says the *Shanghai Times*. There seems to be no resistance to the southern forces on the part of the Chihli-Shantung army, which according to Nationalist reports, evacuates cities long before the Nationalists are able to reach them with their present means of transportation. General Chiang Kai Shek is at the front, personally directing operations.

A wireless was received at Nanking yesterday from Marshal Feng Yu Hsiang announcing his presence in Loyang. It is understood that a similar wireless was addressed to Hankow. Marshal Feng is apparently associating with both the Hankow and Nanking Governments.

It is to be understood that Marshal Feng's relations must be closer to Hankow than Nanking at the present time because of his close affiliation with Soviet Russia. At the same time, the "Christian General" always plays his own game. The race is to Peking from three sides: Tang Seng Chi from Hankow, Feng Yu Hsiang from Shensi and Chiang Kai Shek from Nanking. Whoever reaches the goal first will be able to dominate the others politically. From pre-arranged appearances, the first to reach a corridor to Peking is Marshal Feng Yu Hsiang and he will be in a position to permit Hankow to pass or to force Hankow to subordinate itself to his plans. Whether he will make some arrangement with General Chiang Kai Shek after the latter reaches Hanchowfu is still unknown, although they are now in wireless communication.

In Chinese circles, there is considerable speculation as to the future international orientation of Marshal Feng Yu Hsiang. Will he permit Comrade Borodin to enter Peking with him or will he utilize his position to make arrangements with certain anti-Russian foreigners who might be willing to utilize him to destroy the Russian influence in Hankow. This is one of the prospects of the moment.

The other intriguing question is the position of Marshal Chang Tso Lin and General Yang Yu Ting. It is known that neither have the slightest use for Marshal Chang Tso Lin. They have been planning his downfall for more than a year. Can you they hold Chihli even if Shantung and Honan are lost? Their adherents believe that they can and that, therefore, neither the Nationalists nor the Communists will ever reach Peking.

RED SPEARS BLAMED FOR RETREAT.

[THROUGH REUTER'S AGENCY.]

PEKING, May 31st.

Marshal Chang Tso Lin's headquarters informed pressmen this afternoon that it had been decided to abandon Chengchow and Hanchowfu, withdrawing from Honan to the north bank of the Yellow River and from Anhui to Hanchuan, on the north bank of the Grand Canal, in order to consolidate the Ankuochun forces.

It was explained that this step had been necessitated by the opposition of the Red Spears in Honan and the menacing activities in Shansi province.

The Ankuochun spokesman explained that there had been swift changes in the situation since the beginning of the offensive in Honan, announced on May 26th.

The Fengtien troops had hitherto scarcely come into direct conflict with the Southerners, but both in Anhui and Honan they had been seriously embarrassed by "Red Spear" activities in spite of all efforts to win the latter over to the Ankuochun cause.

Another difficulty was that they had never secured the whole-hearted support of certain generals, including subordinates of Marshal Wu Pei-fu who pretended to espouse the Northern cause but whose loyalty could not be relied upon. It had become necessary to withdraw because, otherwise, their rear would be cut off and their position reduced to one of absolute hopelessness.

Before the offensive began on May 26th assurances were obtained from the Military Governor of Shansi which indicated that he would at least remain neutral, but declared the spokesman, as soon as the order for the general attack was given information was received that certain plans were afoot in Shansi and, after careful consideration, Marshal Chang Tso Lin concluded that it was advisable to withdraw northward of the Yellow River to consolidate the Ankuochun forces along a united defensive line.

It was hoped that the withdrawal would be completed in a day or two.

It was intended to abandon both Chengchow and Hanchowfu, and, consequently, the Lunghai Railway.

Both Marshal Sun Chuan-fang and Chang Tso Lin had been requested to withdraw northward. The latter had been advised to make a stand at Hanchuan about 20 miles north of Hanchowfu, while the Fengtien troops withdrawn from Honan would establish their headquarters at Hanchuan, at the junction of the Taohing and Kinhan Railways.

To cover the withdrawal, the spokesman continued, 30,000 troops from Manchuria had been sent to Paoingfu and a body of Fengtien soldiers had also been despatched to Tschow.

Marshal Chang Tso Lin would remain at Peking and, although the situation at present looked unfavourable, he would continue the campaign against communism.

"We are not beaten," the spokesman declared; "it is a deliberate and carefully planned withdrawal. We do not regard it as a defeat."

Replying to a question, he estimated the Shansi troops at between seven and eighty thousand.

Reuter.

RUMANIAN POLITICAL CRISIS.

PREMIER AVERESCU'S FAILURE.

NEW CABINET FORMED.

[THROUGH REUTER'S AGENCY.]

BUCHAREST, June 6th.

The party leaders boycotted M. Averescu's invitation to a conference to discuss the King's request to form a National Cabinet, hence Averescu's efforts have been abortive.

The King has entrusted the task to Prince Stirbey, who has formed a completely new Cabinet, taking the Premiership and Foreign Ministry himself.

Dramatic Incident.

BERLIN, June 6th.

A telegram from Bucharest states that an official from the sick room of the King, made a dramatic entry into the room where M. Averescu and the Party leaders were conferring. He told them that King Ferdinand had entrusted Prince Stirbey with the formation of a Cabinet and demanded M. Averescu's immediate retirement.

Prince Stirbey is a supporter of M. Bratianu, who is opposed to Prince Carol's return to Roumania.

Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry-hearted childhood. Ask your Doctor!

Glaxo

The Vitamin Milk Food

"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally to taking more solid food. Obtain a little where you buy Glaxo.

W. R. LOXLEY & CO.,
SOLE AGENTS



Sore Throat?

At the first sign of Sore Throat take a few Formamint tablets. Formamint destroys the dangerous germs in mouth and throat and so cures Sore Throat. Let your children suck Formamint too, so that they will not catch other children's infectious diseases.

FORMAMINT

The Germ-Killing Throat Tablet

"King George IV"

SCOTCH WHISKY



Tastes may differ, but this renowned brand of "SCOTCH" captivates them all, through its delightfully mellow flavour.

SOLE AGENTS:
GANDE, PRICE & CO. LTD.,
HONGKONG.

FILIPINO WHITE-WASHED GOBS IN BALL GAME.

LUCAS AN EASY PREY.

"UNLUCKY NUMBER" ENDED GAME.

[By HONOLULU KID.]

The baseball nine of the U.S.S. *Helena* crossed bat with the "All Star" Filipino team yesterday afternoon at the Happy Valley diamond and suffered a walloping.

It Can't Be Done.

Lucas, the pill twirler for the Gobs, fell an easy prey to the Filipino welders yesterday. His in-and-out-curves floated to the plate appearing to be possible to drive a tractor down the seams, but there they ended. It never went any better. He tried a few daisy cutters with the same disastrous results. He took the mound in the first three cantos and made a present of 11 runs to the visitors. He was relieved by Chocia in the fourth stanza who pulled the first blank over the Tagalo boys. In the fifth, the visiting team trotted two men home, bringing the score to 13. This unlucky number brought on a shower and the game was called off.

A Mighty Goose-Legg.

According to official league games at the States, after 4½ innings had been played, it is considered a "game," and as the same rule is followed here, the *Helena* boys left the field with a "goose-egg," and a mighty big one at that. What with 13 men home in five cantos against a blank, the game may well be considered a shut-out one.

Harrowing Details.

The details are too harrowing to recite at length. Lucas, Churrio and Lesser contributed one misdeed apiece. The errors on ground ball to the left outfield were particularly horrifying as far as baseball is concerned.

Although they won by a lop-sided score, the Filipino outfit did not make much of an impression. Their field work was undoubtedly clever, and the batting power could have been much curtailed had the Gobs been able to field a better battery. Ylanan, Bertulfo and Hugo lifted a healthy stroke and Casimiro at centre field pulled two great catches, but he is nowhere near to Kusano of the local Japanese pack at the same position.

The Game.

In the first stanza Ylanan walked on balls delivered by Lucas. With Hugo at the plate, he stole to second. Lucas also delivered the walking order to Hugo. Casimiro took up the willow and sent the pill to short. He reached first sack. Hugo was dismissed at the second base. Ylanan cantered to third. Mariano made a good sacrifice hit, and got Ylanan home and Casimiro to third. Bertulfo, through an error on first, secured a two bagger and Casimiro sailed home. With Toribio at the dish, Bertulfo in a steal to second was put out. The visitors were then sent to the field with two runs to the good. Coulter taking up the willow for the Gobs fled to first. Davis was struck out. Johnson coming in next, hunted to pitcher who muffed. He got to first. Russell fled a biffed ball to left field and Johnson died on first.

THE MAN ON THE SPOT.

POLICIANS AND THE CHINA COMMAND.

ACT FIRST AND REPORT.

We have had plenty of opportunity of late for forming an opinion upon the wisdom of vesting wide discretionary powers in the senior naval officer in a perturbed region. In any case an Admiral would exercise his judgment in a situation which called for urgent action, but it strengthens his hand both materially and morally to know that, whatever he does, he is sure of the support of the Government at home. Whilst the Navy is supposed to be "outside of politics," unfortunately the politicians will not keep outside the Navy, and the attitude of the Labour Party in virtually condemning all such effective action as our warships have taken in China has done infinite harm by stiffening the anti-British sentiment amongst the Cantonese. All this, of course, leaves the naval Commander-in-Chief quite unimpressed. He knows the general trend of British policy towards China, and tries to conform to this as far as possible. But he likewise knows that in an emergency he may fearlessly use his discretion; not lose precious time in cabling for instructions, but act first and report what he has done afterwards. This is what Admiral Sir Edward Seymour did in 1900 on learning of

the Boxer rising; it is what Admiral Sir Gerard Noel did in Crete in 1907.

Nor is it only in situations of well-developed trouble that a naval officer is called upon to form a prompt judgment which may lead to an international imbroglio. In 1904 one of our cruisers, the *Cleopatra*, was leisurely roaming the South Atlantic when news reached her that an insurrection had broken out at Bluefields, in Nicaragua. There was no wireless in those days, but the captain thought it probable there would be British subjects in Bluefields, so he proceeded to the spot at full speed. On sighting the town smoke was seen and the occasional rattle of musketry was heard. Without any loss of time the boats were called away and every available man landed. Curiously enough, the present Commander-in-Chief in China was one of the officers who went with the party. The foreign inhabitants of the place signed a letter of thanks to the Admiralty in which they stated that, but for this prompt action, "there is little doubt that our houses would have been burnt and our wives and families outraged—in fact, our lives sacrificed." The United States Government resented the incident as a violation of the Monroe Doctrine. But a British naval officer cannot be bothered to consider the Monroe Doctrine, or any other diplomatic sensibilities, when he feels called upon to act for the safety of his fellow-countrymen. *Naval and Military Record.*

LAWN TENNIS.

LACOSTE BEATS TILDEN.

TERRIFIC STRUGGLE AND SUPERLATIVE PLAY.

[THROUGH REUTER'S AGENCY.]

St. Cloud, June 6th.

In the men's finals, Lacoste beat Tilden, 6-4, 4-6, 5-7, 6-4, 11-9.

The Lacoste-Tilden match lasted three hours and 20 minutes, and was an exhibition of lawn tennis the like of which has rarely been seen anywhere in the world. The play of both men was superlative.

Lacoste started magnificently, dealing summarily with Tilden's most wily strokes, and relying mainly on speed to outwit him. With the score at 4-3 against him, Lacoste took three games running, and won the set without apparent effort.

Tilden won the first two games of the second set, but Lacoste secured the following three for a love score, adopting a policy of patient driving, and then coming up to the net at the right moment.

Tilden by means of cut strokes brought the score to 5-3 in his favour, then lost his service game, but took the next.

The early games in the third set were a brilliant exhibition of footwork and remarkable rallies, in one of which the ball crossed the net 60 times.

There was a desperate struggle in the fourth game, which was Lacoste's service, and which went to deuce six times before Tilden equalised at 2-2. The score was 3-3 when Lacoste hurt his knee, and Tilden brought the score to 5-3. Lacoste, limping, pulled up to 5-5, but in the next two games Tilden kept him constantly on the run, and he was unable to cope with the hail of balls. He also had a nasty fall, which did not improve his knee.

Lacoste in the fourth set, though moving slowly, made up in steadiness for what he lacked in mobility, and tempted Tilden with soft balls or caught him on the wrong foot with returns just over the net. Lacoste was greatly ovated when he won the set.

The fifth set saw each player in turn take the lead, and Tilden as given a tremendous ovation for scoring three aces in succession, to make the score 5-5. There was a roar of excitement when the score went to 6-6, and the see-saw continued until the score was 9-8 in favour of Tilden, but Lacoste won the next three games, Tilden finally finding the net and serving a double fault.

There was terrific cheering for both players at the close of the match.

Mixed Doubles.

In the mixed doubles semi-final Madame Bordes and Borotra beat the South Africans, Mrs. Peacock and Condon, 6-4, 6-1.

Ladies' Finals.

In the ladies' finals, Miss Bouman (Holland) beat Mrs. Peacock (South Africa), 6-2, 6-4.

A huge crowd watched the tennis finals. Mrs. Peacock had a solid defence, but her steady driving was insufficient to cope with Miss Bouman's easy style and complete repertoire of strokes. Miss Bouman played at the baseline, and kept Mrs. Peacock on the run by alternating deep drives with cut shots over net. She also used a deadly forehand and cross-court stroke. Mrs. Peacock rarely used her forehand, but frequently went up to the net, with good effect.

CLUBS MEET AT BRIDGE.

The Hong Kong Bridge Club has arranged a series of games with a number of clubs in the Colony, the first of which took place at the Bridge Club, when representatives of the Kowloon Cricket Club were the opponents. There were four pairs on each side and each pair had to play the others two rubbers. The result of a very interesting game was a win for the Bridge Club by about 1,200 points.

FRANCE'S FINANCIAL AND ECONOMIC FUTURE.

M. MOREAU INTERVIEWED.

PART TAKEN BY BANK OF FRANCE IN THE RESTORATION.

M. Aime Emile Moreau, the distinguished French banker, who granted the interview described below to the *Financial Times*, is one of the greatest financial experts of present-day France. M. Moreau does not minimise the perils of the critical period from which France is now emerging, but he is explicit in his belief that complete recovery is assured. He stresses the part in the work of economic salvage played by the Bank of France and the advantages that will accrue from its policy in the future.

"We have been through a very lean and difficult period," Monsieur Moreau declared, "and our financial position has been gravely imperilled by budgetary deficits and the perverted role so often assigned to our bank of issue, which have characterised the financial policy of successive French Governments. But this period is well-nigh over, and taking the Budget of 1926 we find that not only have substantial payments been made by way of amortizations, but that a surplus of receipts over expenses has been attained of no less than a milliard and a-half of francs."

M. Moreau went on to say that in spite of the crisis which was brought about by the revaluation of the franc, the Budget prospects for 1927 were quite promising, the receipts for the first three months of the year being considerably superior to the estimated payments.

"As for the 1928 Budget, I believe that owing to the policy of ruthless economy which has been adopted by the Government of M. Poincaré, and the consequent fall of the rate of interest, it will prove equally satisfactory. Incidentally, I would like to point out that this provision has been made in all these three Budgets for the payment of substantial amounts abroad out of sinking funds."

Stranger Treasury.

Dealing with the position of the French Treasury, M. Moreau contrasted its situation during the worst moments of the crisis with that existing at the present day.

"A year ago the Treasury was almost bankrupt. Its only resource consisted in the pressure that it could bring to bear on the Bank of France to make further issues of paper money, and it was generally unable to meet its liabilities or even to honour any substantial demands for repayment at home. Today its situation is entirely different, and mainly owing to the confidence that has been reawakened in the country and the judicious measures which have been taken to reduce the principal of the floating debt, it has immensely bettered its position. All demands made upon it from abroad have been met, while large blocks of high-yielding Government securities represented by the National Defence Bonds (*Bons de la Défense Nationale*) have been converted into new stock at lower rates, the circuit formerly constituted through the medium of these bonds being reconstituted by another medium paying less interest and only falling due in one, three or five years."

The French Treasury has, in addition to the above, consolidated other obligations falling due in 1927 and converted securities redeemable in 1928-29 into new Six per Cent. Rentes falling due fifty years hence, while it has reduced the State's debt to the Bank of France by something approaching eight and a-half milliards of francs.

As M. Moreau pointed out: "The situation of the Treasury with regard to its foreign debts is now excellent, and though it has been compelled to open accounts payable at sight, which are considerably higher than those which it had anticipated, it will find no difficulty in meeting its obligations."

Financial Transformation.

The financial transformation, therefore, which has been in the

Unwilling Payors.

Up to a point this was confirmed by Signor Perosino. He said: "Especially in the last few months there has been a noticeable revolt against 'subscriptions.' These annual payments have become increasingly difficult to get in."

A dance restaurant can offer as much entertainment, the same hours, and the same general level of comfort as a dance club. The difference is that it is open to the public and that no one pays a subscription.

In Signor Perosino's opinion night clubs are in a decline. They have come and gone so quickly that people have hesitated about paying subscriptions for a year. There have been too many of them.

In some of the smaller and less reputable night clubs in London it is often possible to see only four or five couples dancing or dining quite early in the morning. Reports from the United States show that a similar eclipse is taking place in New York.

LONDON NIGHT CLUBS DYING.

MEMBERS WHO DO NOT PAY.

DANCE RESTAURANTS.

With leading London night clubs fast losing their patrons, who are migrating to the newer and brighter dance restaurants, the biggest change in the character of London night-life is in progress.

Signs of the times are the fact that the Kit-Cat Club has never been replaced and that the Chez Victor is to change from dance club to dance restaurant. Signor Victor Perosino, proprietor of the Chez Victor, prophesied to a *Daily Mail* reporter that his example would probably be followed by many others.

Why have so many night clubs failed?

In the view of M. Luigi, of the Embassy Club, too many unsuccessful night clubs have had big lists of members who never dreamt of paying their subscriptions.

DIESEL ENGINED SHIPS.

AN ASSET TO AMERICA.

OBJECTS OF CONVERSION PROGRAMME.

WASHINGTON.

With a half dozen big ocean-going motor vessels now plying the seas, the United States Shipping Board is casting up accounts of the advantages and benefits of its "Dieselized fleet." Greater speed, lower operating cost, larger capacity are gains found for several American ships already motorized under the first installments of the \$25,000,000 fund granted by Congress for the conversion of steamers built during the war to motorships.

The Dieselization programme may be continued by the board until the \$15,000,000 yet unpledged has been utilized.

The vessels which have been converted to motorships are the *Tampa*, *Enid*, *West Bowler*, *West Custer*, *Savoka* and *Crown City*. All have had rigid sea trials and proved themselves satisfactory for heavy duty. Eventually, all six of the ships will be placed in the Far Eastern service, and it is planned to put other Dieselized boats in the long voyage services as soon as conversion is accomplished.

Substitution of the Diesel engine for the steam engine eliminates firemen, saves fuel and engine repair, the board reports. About a third of the fuel required by the oil-burning steam engine is used by Diesel ships, whose tank capacity gives them a cruising radius almost equal to the circumference of the globe, so that oil enough for the round-trip, New York-Far Eastern run, may be bought wherever cheapest.

Voyage Cut Short.

Speed of 11, to 12 knots an hour compares favorably with that of 10 or 10½ knots by steam vessels. On an 11,000-mile run, such as that between New York and Sydney, this makes a difference of from five to seven days at sea and presents a far greater attraction to the shipper of goods who is urged to patronize American ships.

The general character of the Dieselized vessels has not been changed by the conversions, except that the decreased quantity of oil burned makes it possible to carry less fuel and this increases the dead-weight cargo-carrying capacity of the vessels about 500 tons. Each of the ships has been given thorough overhauling and accommodations for 11 or 14 passengers have been installed.

The purposes of the Government's motorship programme are twofold: first, to give the American Merchant Marine a nucleus about which a modern fleet can be constructed; and, secondly, to stimulate the design and manufacture of Diesel engines by Americans, and develop skilled workmen and Diesel engineers among citizens of the United States.

MURDERER TRACKED DOWN.

FIGHT WITH SEPOY OUTLAW.

MADRAS, May 28th.

Details have been received from Krishnagiri, a town on the border of Mysore State, in the Salem district of Madras Presidency, describing a thrilling battle between a sepooy, who had deserted and become a terror to the countryside, and the police.

Budaka, the sepooy, who was wanted for five murders, was traced to an isolated hut after four years' search, by Police Inspector Chenna Keshav Iyengar, of the Madras police, who tracked the man down and surrounded his hut with thirty armed policemen.

Budaka was called upon to surrender but preferred to give battle. A constable, Subramanyam, who peeped into the hut, was promptly shot dead by the desperate man inside.

Hut Set On Fire.

The latter then started shooting indiscriminately from an aperture in the roof and several other constables were wounded.

The Inspector thereupon set fire to the hut which was quickly enveloped in roaring flames.

Still the man held out and as the police wished to capture him alive, they broke down the door of the hut, whereupon he rushed out like an infuriated tiger with a loaded rifle and revolver, and resumed his reckless shooting.

The police were forced to reply and the man fell dead, hit by thirteen out of sixteen shots aimed at him.

The constable who was killed by Budaka was given an impressive funeral by the people of Krishnagiri.—*Straits Times*.

THE LOSS OF THE S.S. "NEGROS."

SUDDEN TYPHOON CATASTROPHE.

108 DROWNED: 74 SURVIVORS.

The *Manila Times* of June 1st and June 2nd gives further particulars of the loss on May 28th of the s.s. *Negros* a brief account of which was telegraphed at the time by *Reuters*. Our *Manila* contemporary states:—

MANILA, June 1st.

One hundred passengers, two officers, the captain and the chief engineer, and six members of the crew, or a total of 108 persons, are reported missing as a result of the sinking of the inter-island steamer *Negros* on Saturday afternoon five miles south of Banton island, near Romblon, according to a report received at the Constabulary Headquarters this morning from the provincial commander of Tayabas. The report is corroborated by similar telegrams received at the Executive Bureau, the Customs House and the Bureau of posts.

The steamer *Negros* left Romblon at 11 a.m. Thursday (May 26th) with 150 passengers and considerable cargo on board. It left port two days when, meeting unfair weather due to the Pacific typhoon, the ship foundered at 3.50 o'clock Saturday afternoon between the islands of Simara and Banton.

Heroic First Officer.

The first officer, Severino de Guzman, taking charge of a life boat, succeeded in landing 50 of the passengers, 20 of the crew, and three junior officers at barrio Bondo, Mulanay, Tayabas, last Sunday after struggling with the rough sea for more than twenty-four hours. The fate of the rest of the passengers and crew is still unknown, but it is believed, in view of the absence of reports to the contrary, that they have perished at sea.

Among the missing are Captain Juan Altonaga, master of the ill-fated vessel, and his two children who were on board with him. Nicolas Santiago, the chief engineer, is also missing. Among the missing passengers are Postmaster Nemesio de Romblon and his daughter, and a score of students from Capiz.

Transport Difficult.

The survivors now at Mulanay cannot be brought to Manila immediately owing to difficulties in transportation. The municipal officials of Mulanay, the sanitary personnel and three constabulary soldiers are doing relief work there now.

MANILA, June 2nd.

Last moment arrangements made by officials of the Yangco Steamship Company, owners of the ill-fated steamer *Negros*, and Colonel Lucien R. Sweet of the Constabulary, representing the Governor General, called for the cancellation of the planned trip by the rescue ships *Masbate* and *Santua* to southern Tayabas where the survivors of the shipwreck landed. The two ships were to have left early this morning.

The decision not to send the rescue ships followed the receipt of a telegram from Severino de Guzman, chief officer of the *Negros*, stating that the survivors were crossing overland to Unisan, Tayabas, from where they will take the train to Manila.

The telegram also states that nearly 150 lives were lost. A sailboat which presumably picked up a number of the survivors was lost at sea.

Storm Another Reason.

Another reason why it was decided to cancel the trip of the rescue vessels is the prevailing inclement weather due to the Pacific typhoon. It was stated that no vessel can go ashore in southern Tayabas in this kind of weather.

The steamer *Negros* had a gross tonnage of 280, and was allowed in its certificate of registry to carry 132 passengers, aside from the officers and crew. However, the vessel carried 150 passengers on its ill-fated trip, or 18 passengers in excess of what it was allowed by Customs regulations.

According to private despatches received here, the catastrophe occurred so suddenly that there was only time to lower one life boat and it was this boat that safely reached the barrio of Bondo, Mulanay, Tayabas, with 74 survivors. Severino de Guzman, chief officer of the *Negros* who commanded the life boat, is authority for this statement. This statement is believed to have dispelled all doubts regarding the fate of the 108 persons reported missing in despatches received in the city yesterday. They died at sea.

The *Santua* left at 6 o'clock this morning, but not for southern Tayabas. She resumed her regular run to ports in the Visayas.

From Governor Perez of Tayabas this morning came the report that the first and second officer and the second and third engineer of the steamer *Negros* have been rescued. Twenty members of the crew and 50 passengers have also been saved.

CHINESE STUDENTS AND MANUAL LABOUR.

EXAMPLE OF THE PRINCE OF WALES.

NEED FOR COLLEGE WORKSHOP EXPERIENCE.

An interesting article on the instruction of Chinese students of engineering, with special reference to the work being accomplished at the Ho Tung workshop (bordering Pokfulam Road), appears in the *Far Eastern Review* under the initials "C.A.M.S." (Professor C. A. Middleton Smith, of the Hong Kong University).

The building in question is the most recently completed building of the University and is named after the donor, Sir Robert Ho Tung, who presented a sum of \$100,000 for the provision of a workshop where the Engineering students might obtain practical instruction and experience with machine tools, etc. It is often argued, says the writer, that students should go direct into a big works such as Tai-koo and Kowloon Dock; the University workshop may be regarded as an introduction of such experience. Chinese undergraduates will not do rough work without this introduction. If they go into a large works knowing nothing of workshop practice they are nervous and do not learn under the unaccustomed conditions. It is too great a change from the conditions of school and family life to be thrown into the rough and tumble of working alongside coolies without proper instruction. After a period in the University workshop they can do so.

Dirting The Hands.

It is frequently urged by engineers in practice that the University graduate in engineering is "afraid to dirty his hands." That statement is frequently made concerning Chinese engineering graduates.

A difficulty in the past has been that the graduate has had very little opportunity to dirty his hands. Unless he becomes acquainted with machine tools under conditions such as obtain in a college workshop where an experienced instructor shows him how to handle the tool it is difficult to see how he can get the experience. There are no instructors in a big works and in the rush of modern industrial conditions a student fails to grasp what is being done unless he has had some preliminary training with machine tools.

If any young Chinese should still have a notion that manual labour is undignified it might be well to remind him that H.R.H. the Prince of Wales, an Honorary Graduate of the University of Hong Kong, took a course of practical instruction in his youth in the Engineering workshops of Osborne Naval College. In actual fact, the short experience of a year's working in the Ho Tung workshop has proved that the Chinese undergraduate will take a very real interest in workshop practice under the conditions which now obtain.

Handicaps To Development.

There was a sincere belief during the first few years of the University that Hong Kong engineering graduates would develop the natural resources of China. Some of us had visions of railway and road construction, river conservancy, flood prevention, mining work, etc., in China. Instead of that we have had chaos and civil war unceasing. Engineering schemes cannot be carried on without peace and financial credit. China has provided neither since the first batch of graduates left Hong Kong in 1916. It is sur-

prising, however, that engineering graduates have found employment in China in spite of these obstacles. Speaking generally, engineering graduates prefer life in the treaty ports to going inland, some refuse to go into China, whatever the inducements. They do not like to leave the family circle. It usually happens that the British engineering graduate goes away from his "home town." The Chinese engineering graduate seems most anxious to settle down in his native place so as to be near to his family.

In conclusion, Professor Middleton Smith says that an experience of fifteen years in close contact with Chinese Engineering graduates makes the writer believe that the workshop training is perhaps the most important portion of the training in the Engineering departments of the University. He believes that every Chinese student, whether he proposes to enter the professions of law, politics or to earn a living in commerce, would benefit by a few months of instruction in an Engineering workshop.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 6th.			
Day	at 2 p.m.	6 a.m.	1 p.m.
Barometer...	29.69	29.73	29.71
Temperature...	87	81	83
Humidity...	74	85	84
Wind...			
Direction	W	Calm	E
Force	0	0	2
Weather	W	O	C
Rain	0.03	0.00	0.00

Highest open-air Temperature, 5th: 88
Lowest open-air Temperature, 6th: 80

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 7th to 13th, 1927.

Days of Week		High Water		Low Water	
Date	Month	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Tues.	7	No infer.	No infer.	No infer.	No infer.
Wed.	8	1 52 a.m.	5 3	10 18 a.m.	1 7
Thur.	9	6 14 a.m.	4 6	10 26 a.m.	4 3
Fri.	10	6 25 a.m.	4 9	11 51 a.m.	1 9
Sat.	11	6 44 a.m.	5 2	11 46 a.m.	2 0
Sun.	12	7 15 a.m.	5 5	0 23 a.m.	2 1
Mon.	13	7 44 a.m.	6 4	1 27 a.m.	2 4
		8 41 a.m.	4 3	2 52 a.m.	1 5

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, leucoderma, alopecia, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

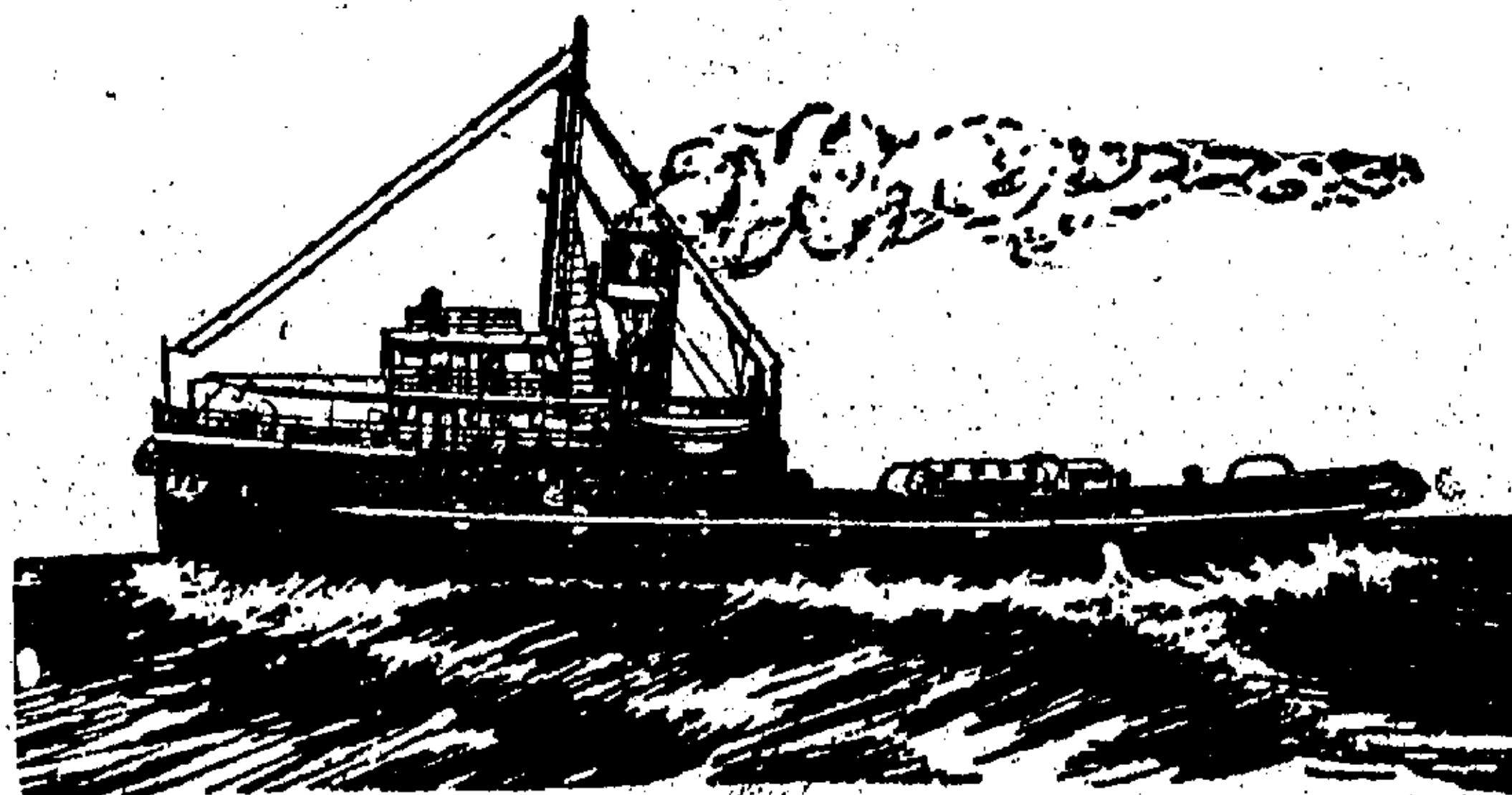
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CASH CHEMISTS.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers. Boiler Makers. Iron and Brass Founders, Forge Masters. Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

uilt, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong K.

HAMBURG-AMERIKA LINIE.



INCLUDING

HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Japan:—

M.V. "ERMLAND" (H.S.L.) ... due here on or about the 8th June
M.S. "VOGTLAND" (H.A.L.) ... due here on or about the 1st July
M.S. "MÜNSTERLAND" (H.S.L.) ... due here on or about the 14th July
S.S. "OLDENBURG" (H.A.L.) ... due here on or about the 29th July

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

S.S. "TIRPITZ" (H.S.L.) ... sailing from here on or about the 22nd June
M.S. "RAMSES" (H.A.L.) ... sailing from here on or about the 7th July
M.S. "ERMLAND" (H.S.L.) ... sailing from here on or about the 15th July
M.S. "VOGTLAND" (H.A.L.) ... sailing from here on or about the 8th Aug

* Calling at Rotterdam and Hamburg.
† Calling at Genoa, Rotterdam and Hamburg.
‡ Calling at Genoa, Marseilles, Rotterdam and Hamburg.
§ Calling at Genoa, Marseilles, Antwerp, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

19, Pedder Street. Tel. C. 2225.
16† Tel. C. 4754.



LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
s/s "MIN" ... 6th June.

s.s. "YANG TSE" due to arrive from DUNKIRK, LONDON, HAVRE about the 29th June.

SERVICES CONTRACTUELS (MAIL SERVICE)

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
D'ARTAGNAN ... A	—	—	7th June
ANGERS ... B	—	—	21st June
PORTHOS ... A	6th May	7th June	5th July
SPENY ... A	20th May	21st June	19th July
PAUL LECAT ... A	3rd June	5th July	2nd Aug.
AMAZONE ... B	17th June	18th July	18th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
A CLASS 1st Class ... £ 20. 0d. B CLASS 1st Class ... £ 25. 0s. 0d.
STRAIMERS 2nd ... £ 20. 0d. STRAIMERS 2nd ... £ 21. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).

For full Particulars, apply to:
Cie. des MESSAGERIES MARITIMES,
Telephone: Central 740. 3, QUAI DE LA SEINE, PARIS.
CONSIGNATION—TRANSIT—REPRESENTATION.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

—DRY DOCKS—
Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SHI (H.W.O.S.T.) 34 ft. 6 in.
—THREE SLIPWAYS—
Capable of Handling Ships Up to
8,000 Tons Displacement
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE, Agents,
HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."
TELEPHONE No. 212.
CALL FLAG: "C" OVER "ANS. PENNANT."

OVER HALF A CENTURY REPUTATION FOR THE
DR. LECLERC'S PILLS FOR THE
TREATMENT OF DYSPEPSIA, INDIGESTION,
CONSTIPATION, BILIOUSNESS, COLIC, NEURALGIA,
HEADACHE, MIGRAINE, RHEUMATISM, GOUT,
GRAVEL, CALCULI, URIC ACID, AND ALL AFFECTIONS
OF THE DIGESTIVE SYSTEM. Price 1/6 per box.
Dr. LECLERC'S PILLS FOR THE
TREATMENT OF DYSPEPSIA, INDIGESTION,
CONSTIPATION, BILIOUSNESS, COLIC, NEURALGIA,
HEADACHE, MIGRAINE, RHEUMATISM, GOUT,
GRAVEL, CALCULI, URIC ACID, AND ALL AFFECTIONS
OF THE DIGESTIVE SYSTEM. Price 1/6 per box.

ON SALE.
HONG KONG HANSARD RE-
PRINTS OF THE MEETING
OF THE LEGISLATIVE COUNCIL
for the Session 1926-27.
Price 1/6 per volume.
HONG KONG DAILY PRESS (LONDON).

CHINA NAVIGATION COMPANY, LIMITED.

SAIGON	SWATOW	"NINGHAI"	On 7th June, Noon
AMOI	SHANGHAI	"KINGYUAN"	On 8th June, 6 a.m.
TSINGTAO	"SOOCHOW"	On 8th June, 6 a.m.	
SWATOW & SHANGHAI	"LINAN"	On 9th June, Noon	
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	On 9th June, 4 p.m.	
SHANGHAI & TSINGTAO	"SZECHUEN"	On 11th June, 4 p.m.	
SINGAPORE	"KWANGTUNG"	On 12th June, 6 a.m.	
SWATOW & SHANGHAI	"KIANGSU"	On 12th June, 10 a.m.	
SWATOW & SHANGHAI, NEWCHUANG & DALNY	"KANCHOW"	On 12th June, Noon	
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 13th June, 4 p.m.	
AMOI, SHANGHAI & TSINGTAO	"SUIYANG"	On 14th June, 6 a.m.	
SWATOW & SHANGHAI	"CHENAN"	On 16th June, Noon	
HOIHOW, PAKHOI & HAIPHONG	"TEAN"	On 16th June, 10 a.m.	

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To \$80 SINGLE and \$300 RETURN.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE, Agents.**

TELEPHONE: CENTRAL 38.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"		
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS		
VIA MANILA AND THURSDAY ISLAND.		
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.		
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.		
HONGKONG TO SYDNEY—19 DAYS.		
RYANER	Due Hong Kong on or about	Sailing Service on or about
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE, Agents.**

TELEPHONE: CENTRAL 38.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
BLUE FUNNEL LINE
OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF KOBÉ"	... Via Suez Canal	13th June.
S.S. "AGAPENOR"	... Via Suez Canal	3rd July.
S.S. "CITY OF CHESTER"	... Via Suez Canal	17th July.
S.S. "HELENUS"	... Via Suez Canal	31st July.
S.S. "CITY OF BEDFORD"	... Via Suez Canal	14th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to—**BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG**
HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO
BOSTON
AND
NEW YORK

M.V. "CHINESE PRINCE" ... 10th June, 1927.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprinee. King's Building. [19]



HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.

Regular Four-weekly Service between Japan, Vladivostok, China, Hong Kong, Manila, Singapore and Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

SAILINGS FOR EUROPE:

S.S. "OLDEKERK"	... 18th June, 1927
S.S. "GEMMA"	... 10th July, 1927
S.S. "ZOSMA"	... 7th Aug., 1927

ARRIVALS FROM EUROPE:

S.S. "ZOSMA"	... 27th June, 1927
S.S. "OLDEKERK"	... 25th July, 1927

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN, Agents.

Telephone: Central No. 1874. York Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

June 5th.	
<i>Alexander Kildand</i> , Norwegian str., 1,805 tons, Capt. Wm. Ash-Jensen, from Bangkok and Kohabang, with rice and timber, lying at buoy No. B47. —Wallem & Co.	
<i>Hong Peng</i> , British str., 2,525 tons, Capt. D. M. Hood, from Rangoon and Singapore. The latter port she left on May 31st, with a general cargo, lying at buoy No. A3.—Seng Soon Hong.	
<i>Hua Ming</i> , Chinese str., 1,001 tons, Capt. E. Waitneck, from Saigon, which port she left on May 20th, with a cargo of rice, lying at buoy No. C42.—Yuen Ching Fat.	
<i>Nitta Maru</i> , Japanese str., 1,250 tons, Capt. H. Kaneaga, from Canton, lying at buoy No. C41. —O.S.K.	
<i>Orestes</i> , British motor ship, 4,338 tons, Capt. Geo. A. Flynn, from Liverpool and Singapore. The latter port she left on May 31st, with a general cargo, lying at Holts Wharf.—B. & S.	
<i>Skegner</i> , Norwegian str., 1,139 tons, Capt. R. Mithassel, from Bangkok, which port she left on May 29th, with rice and flour, lying at buoy No. C44.—Karsten Larsen & Co.	
<i>Takuma Maru</i> , Japanese str., 1,294 tons, Capt. T. Itoh, from Haiphong and Hoehow, with coal and general cargo, lying at buoy No. C37.—O.S.K.	
<i>Tanjer</i> , Norwegian str., 1,940 tons, Capt. H. Rasmussen, from Canton, lying at Wanchai.—Doddwell & Co.	

June 6th.	
<i>Apney</i> , British str., 1,776 tons, Capt. Wm. Anderson, from Bangkok, which port she left on May 30th, with a cargo of rice, lying at buoy No. B20.—Wo Fat Shing.	
<i>Empress of Russia</i> , British str., 16,850 tons, Capt. A. J. Hosken, from Vancouver, which port she left on May 19th, with a general cargo, lying at Kowloon Wharf.—C.P.R.	
<i>Elpenor</i> , British str., 4,324 tons, Capt. A. L. Gordon, from Shanghai and Keelung. The latter port she left on June 4th, with a general cargo, lying at buoy No. A3.—B. & S.	
<i>Fook Sang</i> , British str., 1,987 tons, Capt. M. B. Costello, from Amoy, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.	
<i>Haiching</i> , British str., 2,127 tons, Capt. A. H. Stewart, from Fenchow, Amoy and Swatow, with 350 tons of general cargo, lying at Douglas Wharf.—Douglas S.S. Co.	
<i>Kiangsu</i> , British str., 1,555 tons, Capt. C. S. Isbister, from Swatow, with a general cargo, lying at buoy No. A25.—B. & S.	
<i>Liangchow</i> , British str., 1,220 tons, Capt. C. H. Jones, from Canton, with a general cargo, lying at buoy No. B12.—B. & S.	
<i>Menado Maru</i> , Japanese str., 1,244 tons, Capt. N. Sasaki, from Keelung and Swatow, with a general cargo, lying at O.S.K. Wharf.—O.S.K.	
<i>President Monroe</i> , American str., 6,946 tons, Capt. A. Ahman, from San Francisco via ports. She left San Francisco on May 7th, with 1,700 tons of general cargo for Hong Kong and 6,374 tons in transit, lying at Kowloon Wharf.—Dollar S.S. Line.	
<i>Shinsei Maru</i> , Japanese str., 2,127 tons, Capt. S. Ozawa, from Canton, lying at buoy No. B21.—M.B.K.	
<i>Tjikui</i> , Dutch str., 2,887 tons, Capt. J. C. G. de Graaff, from Amoy, with a general cargo, lying at buoy No. A6.—J.C.J.L.	
<i>Teijun Maru</i> , Japanese str., 1,234 tons, Capt. M. Yamachi, from Canton, lying at buoy No. C43.—M.B.K.	

CLEARANCES.

June 5th.	
<i>Hirundo</i> , for Swatow.	
<i>Orestes</i> , for Shanghai.	
June 6th.	
<i>Changhing</i> , for Kwang Chow Wan.	
<i>Ching Kong</i> , for Tourane.	
<i>Elpenor</i> , for Hilo.	
<i>Hong Peng</i> , for Swatow.	
<i>Menado Maru</i> , for Hoehow.	
<i>Nitta Maru</i> , for Takao.	
<i>President Pierce</i> , for Shanghai.	
<i>President Monroe</i> , for Manila.	
<i>Shinsei Maru</i> , for Dairen.	
<i>Teijun Maru</i> , for Weihaiwei.	

GERMAN LONG-VOYAGE ACTIVITIES.

COMMENTS BY CHAIRMAN OF HAMBURG-AMERICAN LINE.

Success attained by the German steamship companies in their efforts to regain their pre-war position in the long voyage trades was emphasized by Dr. Wilhelm Cuno, chairman of the Hamburg-American Line, in an address before the congress of German shipowners. Eighty per cent. of German tonnage, he said, is in these services, practically all of the pre-war services having been resumed. German freighters, he added, are now visiting regularly nearly every coast in the world.

The heavy subsidies which the Government has in the past given to the German shipping have now, of course, been exhausted. Dr. Cuno said, and the question of new public assistance has for some time been under discussion, though the final form which it will take has not been decided. He indicated that the shipping interests dislike subsidies on principle, but regarded them for the time being as a necessary evil.

Last year both Hamburg-American and North German Lloyd in particular, he added, had expanded by means of fusions with other companies. He expressed the belief that the formation of these big combines was practically at an end. The expected fusion between the two lines mentioned has not taken place and he stated that collaboration between them would only take the form of free arrangements as to individual details arising out of their competitive activities. In general he spoke strongly in favour of the maintenance as separate entities of the numerous small companies still existing.

SUNRISE AND SUNSET IN HONG KONG.

FOR JUNE, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
June 7th.....	5.38 a.m.	7.08 p.m.
8th.....	5.39 ..	7.06 ..
9th.....	5.39 ..	7.06 ..
10th.....	5.39 ..	7.06 ..
11th.....	5.38 ..	7.07 ..
12th.....	5.38 ..	7.07 ..
13th.....	5.38 ..	7.08 ..
14th.....	5.38 ..	7.08 ..
15th.....	5.38 ..	7.08 ..
16th.....	5.38 ..	7.09 ..
17th.....	5.38 ..	7.09 ..
18th.....	5.38 ..	7.09 ..
19th.....	5.39 ..	7.10 ..
20th.....	5.39 ..	7.10 ..
21st.....	5.39 ..	7.10 ..
22nd.....	5.39 ..	7.10 ..
23rd.....	5.40 ..	7.10 ..
24th.....	5.40 ..	7.10 ..
25th.....	5.40 ..	7.10 ..
26th.....	5.40 ..	7.11 ..
27th.....	5.40 ..	7.11 ..
28th.....	5.41 ..	7.11 ..

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBÉ AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT PIERCE	... Tuesday, June 7th, 1 a.m.
PRESIDENT TAFT	... Tuesday, June 21st
PRESIDENT JEFFERSON	... Tuesday, July 5th
PRESIDENT GRANT	... Tuesday, July 19th
PRESIDENT MADISON	... Tuesday, Aug. 2nd

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 7	San Francisco	Olympic	July 9	6 C'brg-S'hamptn July 15
June 15	Seattle	Geo. Washington	July 13	13 P'mth-C'brg July 21
June 21	San Francisco	Homeric	July 23	23 C'brg-S'hamptn July 29
June 28	Seattle	Lafayette	July 31	1 P'mth-C'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	6 C'brg-S'hamptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	10 C'brg-S'hamptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	20 P'mth-C'brg Aug. 26
July 27	Seattle	Aquitania	Aug. 24	24 C'brg-S'hamptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	3 C'brg-S'hamptn Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 8	8 P'mth-C'brg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	17 C'brg-S'hamptn Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	21 C'brg-S'hamptn Sept. 27

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBÉ AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JACKSON	... Wednesday, June 15th
PRESIDENT MONROE	... Wednesday, June 29th
PRESIDENT LINCOLN	... Wednesday, July 13th
PRESIDENT CLEVELAND	... Wednesday, July 27th
PRESIDENT PIERCE	... Wednesday, Aug. 10th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT MONROE	... Tuesday, June 7th, 8.00 a.m.
PRESIDENT WILSON	... Tuesday, June 21st, 8.00 a.m.
PRESIDENT HAYDEN	... Tuesday, July 5th, 8.00 a.m.
PRESIDENT HAYES	... Tuesday, July 19th, 8.00 a.m.
PRESIDENT POLK	... Tuesday, Aug. 2nd, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MONROE	... June 7th, 8.00 a.m.
PRESIDENT JACKSON	... June 7th, 8.00 p.m.
PRESIDENT TAFT	... June 13th, 8.00 p.m.
PRESIDENT WILSON	... June 21st, 8.00 a.m.
PRESIDENT MONROE	... June 21st, 8.00 p.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).
Telephone: Central 2477, 2478 & 705.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON	"KWONGSANG"	Wednesday, 8th June, at 1 a.m.
TIENSIN via SWATOW & SHANGHAI	"WAISHING"	Wednesday, 8th June, at 10 a.m.
TSINGTAO via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday, 8th June, at 10 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Thursday, 8th June, at 3 p.m.
SANDAKAN	"MAUSANG"	Friday, 10th June, at 3 p.m.
TIENSIN	"CHIPSING"	Sunday, 12th June, at 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	"HANGSANG"	Sunday, 12th June, at 7 a.m.
STRAITS & CALCUTTA	"FOOSHING"	Wednesday, 15th June, at 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	"KUMSANG"	Wednesday, 15th June, at 3 p.m.
STRAITS & CALCUTTA	"HOPSANG"	Sunday, 19th June, at 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Wednesday, 22nd June, at 3 p.m.
STRAITS & CALCUTTA	"SUISANG"	Sunday, 26th June, at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Steamship "CARNARVONSHIRE" (via Oran)	2nd July.
Steamship "PEMBROKESHIRE" (via Oran)	27th July.
Motor Vessel "GLENGLARE" ...	24th August.
Motor Vessel "GLENGLARE" ...	21st September.

SHANGHAI, KOBÉ, YOKOHAMA & VLADIVOSTOK.

Steamship "PEMBROKESHIRE" ...	Due Hong Kong.
Steamship "GLENGLARE" ...	11th June.
Motor Vessel "GLENGLARE" ...	23rd June.
Motor Vessel "GLENGLARE" ...	7th July.
Motor Vessel "GLENGLARE" ...	28th July.
Motor Vessel "GLENGLARE" ...	4th August.

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

S.S. "CORBY CASTLE" ... sails on or about 19th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS. REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE	... £72. 10s. 0d.
LONDON	... £80. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBÉ AND MOJI

M.V. "VIMINALE" ...	From Hong Kong.
M.V. "REMO" ...	Sails on or about 23rd June
M.V. "REMO" ...	Sails on or about 21st July
HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE	
S.S. "VENEZIA" ...	From Hong Kong.
M.V. "ROMOLO" ...	Sails on or about 9th June
M.V. "VIMINALE" ...	Sails on or about 22nd June
M.V. "VIMINALE" ...	Sails on or about 26th July

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 30th June

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

STEAMERS.	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPERESS OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPERESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPERESS OF RUSSIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 25	Oct. 28	Nov. 1	Nov. 4	Nov. 13
EMPERESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

CONNECTING SAILINGS TO EUROPEAN PORTS.

MONTCLAIR	July 16	MONTROSE	Sept. 18
MINNEBODA	Aug. 5	MONTROSE	Nov. 18
E/AMERICA	Aug. 31		

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

SPECIAL FARES TO EUROPE
£120 £112 £83

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 7	June 9	EMPERESS OF RUSSIA	June 18
June 24	June 26	EMPERESS OF ASIA	July 9

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.Passenger Department: Tel. C. 752. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." (16)

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TENYO MARU	Monday, 13th June, at Noon
KOREA MARU	Tuesday, 28th June, at 10 a.m.
SHINYO MARU	Tuesday, 12th June
* Calls Keelung & Los Angeles.	
LONDON via Singapore, Suez, Marseilles & Ports.	
SUWA MARU	Saturday, 18th June, at 11 a.m.
FUSHIMI MARU	Saturday, 2nd July, at 11 a.m.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 22nd June, at 11 a.m.
AKI MARU	Wednesday, 29th June, at 11 a.m.
BOMBAY via Singapore, Penang & Rangoon.	
SADO MARU	Saturday, 11th June
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
BOKUYO MARU	Wednesday, 8th June, at Noon
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Saturday, 9th July
NEW YORK and/or BOSTON via PANAMA.	
ASUKA MARU	Monday, 13th June
TAKAKA MARU	Wednesday, 29th June
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	
DURBAN MARU	Thursday, 16th June
CALCUTTA via Singapore, Penang & Rangoon.	
TOKUSHIMA MARU	Wednesday, 8th June
NAGASAKI, KOBE & YOKOHAMA.	
AKI MARU	Friday, 17th June
SHANGHAI, KOBE & YOKOHAMA.	
PENANG MARU (Omit Moji)	Monday, 13th June
HAKUSAN MARU	Monday, 13th June
MATSUYE MARU	Friday, 14th June

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Dept.).THE EAST ASIATIC CO., LTD.
COPENHAGEN.The M.S. "AFRIKA"
will be loading for ROTTERDAM, HAMBURG,
COPENHAGEN and other SCANDINAVIAN PORTS
On or about 21st of June.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Malaya"	12th June	—
M.S. "Danmark"	8th July	—
M.S. "Java"	2nd August	—
M.S. "Asia"	8th September	—
M.S. "Afrika"	8th October	—

Subject to change without notice.
For further particulars, please apply to—
JOHN MANNERS & CO., LTD.
Agents.

Shipping News

Daily Statement, Waterfront
News, etc.YESTERDAY'S FREIGHT
RETURNS.ENTRIES AND CARGOES
GOOD.

RICE SHIPMENT HEAVY.

There were 17 vessels arriving here during the 24 hours ended at 9 a.m. yesterday, and freights imported into the Colony and carried for other ports were good. Rice shipments which were carried in four bottoms were exceptionally heavy.

General merchandise imported amounted to 5,190 tons. Of these, 2,832 tons were carried by three British steamers, with the s.s. *Poon* carrying the list with 1,062 tons from Amoy.Rice shipments totalled 11,367 tons. These were brought by the s.s. *Apsey* (3,200 tons) from Bangkok, the *Alexander Kildan* (3,330 tons) from Kohsichang, the *Skymer* (2,645 tons) from Bangkok and the s.s. *Hua Ning* (2,000 tons) from Saigon.There were also 3,530 tons of coal entering here from Wakamatsu brought by the s.s. *Miki Maru*. Through freights amounted to 12,398, of which, 2,688 tons were manifested on three British steamers. The two best returns were 6,000 tons and 400 tons. The former were on the s.s. *President Monroe* from Shanghai, and the latter were carried by the s.s. *Tjiki* from Amoy.

The arrivals and departures during the same period were:—British, 6 arrivals and 3 departures; American, 1 arrival; Dutch, 1 arrival; Norwegian, 3 arrivals; Japanese, 5 arrivals and 4 departures; Chinese, 1 arrival and 2 departures; German, 1 departure.

DAILY WATERFRONT NEWS.

THE "EMPERESS OF RUSSIA."

The *Emperess of Russia* arrived in port yesterday with 39 first class passengers for Hong Kong, 37 second class, 60 third class and 188 Chinese steerage. Booked for Manila were 16 first class passengers, 34 second class, 8 third class and 3 steerage (Japanese). She leaves to-day for Manila at 5 p.m.

Fisherman Injured By Dynamite.

A fisherman was injured through an explosion of dynamite which he was using for his fishing operations at Chaiwan, Shaikwan, on Sunday. He was removed to Hospital in a serious condition.

Chinese Deck Passengers' Entry.

There were 1925 Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday. These were brought by eight steamers and the majority of them came from Amoy and the Fukien districts on their way to the plantations in the Dutch East Indies.

WARSHIPS IN PORT.

Warships in port yesterday were: North Arm Basin, *Fogelove*; South Wall, *Marston*, *Wien* and *Nessus*; West Wall Dock, *Titanic*; In Dock, *Wolverine*, *Houat* and *Moth*; Takoo Dock, *Aphis*; Kowloon Dock, *Ladybird*; Buoy 9, *Hermes*; Buoy 2, *Wishart*; Buoy 9, *Hollyhock*; Buoy 18, *Ruthenia*; Buoy 25, *Kharkov*; Buoy 26, *L. 15*; Buoy 24, *H. S. Maine*; Kowloon Anchorage, *France* and *Belgolt*; Basin, *L. 19*.

VESSELS EXPECTED.

Adriatic (Blue Funnel), due July 15th.
Amazona (M.M.), due July 19th.
Antenor (Blue Funnel), due July 20th.
Arctura (E. & A.), due July 4th.
Asiatic Prince (Prince Line), due July 2nd.
Athos II. (M.M.), due August 16th.
Bennet (Swedish East Asiatic), due June 29th.
Chantilly (M.M.), due August 22nd.
Chenoweth (M.M.), due August 30th.
D'Arcton (M.M.), due September 3rd.
Deception (Blue Funnel), due June 25th.
Helena (Blue Funnel), due June 23rd.
Lion (Blue Funnel), due July 3rd.
Kalpan (P. & O.), due June 15th.
Kashgar (P. & O.), due July 7th.
Khiva (P. & O.), due September 1st.
Khyber (P. & O.), due August 4th.
Macedonia (P. & O.), due June 23rd.
Machau (Blue Funnel), due June 10th.
Malva (P. & O.), due September 15th.
Mendana (Blue Funnel), due Aug. 12th.
Mora (P. & O.), due August 19th.
Ningchow (Blue Funnel), due Aug. 27th.
Nuova (P. & O.), due June 29th.
Patricius (Blue Funnel), due June 22nd.
Paul Leont (M.M.), due July 5th.
Perseus (Blue Funnel), due July 7th.
Philactes (Blue Funnel), due Aug. 5th.
Porthos (M.M.), due today.
Pyrhus (Blue Funnel), due June 19th.
Rauwaldt (P. & O.), due July 21st.
Sphinx (M.M.), due June 21st.
Talamba (B.I. & Apear), due tomorrow, about 3 p.m.
Tatna (B.I. & Apear), due tomorrow.
Yalou (M.M.), due July 22nd.
Yang Tse (M.M.), due June 20th.

PASSENGERS.

ARRIVALS.

European passengers by R.M.S. *Emperess of Russia*, on June 6th, disembarking at Hong Kong:—Mrs. P. Jones, Major and Mrs. C. C. Van Straubenzec, Miss V. J. Thwaites, Mr. and Mrs. H. White, Mr. K. Hart, Mrs. L. C. Thwaites, Mr. K. Behari, Mr. and Mrs. F. Gandossi, Mr. G. Hagg, Mr. and Mrs. H. Holden, Mr. G. Hagg, Mr. L. C. Hopkins, Mrs. T. Miller, Miss C. M. Robinson, Col. C. Russell-Brown, Mr. H. Schumacher, Mr. J. D. Watt, Mr. A. Abbas, Miss P. W. Ledbrock, Mr. S. G. Beilin, Mr. C. L. Vund, Mr. C. C. Vund, Mrs. J. L. Willis. Disembarking at Manila:—Rev. and Mrs. G. B. Cameron, Master T. Cameron, Miss J. Cameron, Miss R. Cameron, Mr. G. Favis, Mr. and Mrs. E. Weinstein, Mr. A. V. Vitale, Capt. and Mrs. T. R. Bartlett, Miss B. Bartlett, Mr. E. Benisch, Miss M. Dali, Mr. I. Cohen, Mr. A. Z. Landy, Miss H. Raymond, Miss P. W. Bayless, Miss M. E. Dawson, W. Bayless, Miss J. T. Huntington, Miss M. C. Huntington, Master J. Huntington, Mother A. Mary, Miss M. K. Monteiro, Mr. and Mrs. J. Reyes, Mr. F. Van Ritters, Mrs. B. L. Rutts, Miss L. Stroman, and Mr. W. Wiegand.

ITALIAN FREE PORTS.

AN IMPORTANT DECREE.

INDIRECT ASSISTANCE TO
ITALIAN SHIPBUILDING.

The Italian Government has approved an important decree relating to the establishment of free ports in that country. Section I, provides that Savona, Genoa, Leghorn, Naples, Brindisi, Bari, Ancona, Venice, Trieste, Fiume, Palermo, Messina, Catania and Cagliari may be declared free ports, wholly or in part, for a period of 30 years, commencing on January 1st, 1928.

If this is done, they will then be considered outside the zone under Customs supervision, according to the Italian Customs Law of 1906, and it will be possible to carry on the operations of loading, discharging, carriage, storage, handling and transhipping of cargo without Customs supervision. The captains of vessels so engaged, however, will be obliged to produce, for statistical purposes only, their bills of lading.

Section III, states that permission to establish within the boundaries of the free ports factories and other industrial undertakings will be given by the port authorities only after securing sanction from the Ministry of Finance and National Economy, while, according to Section IV, all goods carried coastwise which may enter a free port without passing the Customs lose their nationality and must be stored in special warehouses under Government control.

Accompanying the decree was an official statement to the effect that its terms could also be applied to shipbuilding yards established within the free port zones, the object of this being further to assist Italian shipbuilders to meet foreign competition.

PANAMA CANAL TRAFFIC.

NEW RECORD FOR TRANSITS
ESTABLISHED IN MARCH.

LARGE TOLL COLLECTION.

During the month of March, 1927, 496 commercial vessels and 19 small launches transited the Canal. Tolls on the commercial vessels aggregated G. \$2,217,913.20, and on the launches G. \$137.39, or a total toll collection of G. \$2,218,050.59. The daily average number of transits of seagoing vessels for the month was 16, and the daily average tolls collection G. \$71,545.59. The average amount of tolls paid by each of the commercial transits was G. \$4,471.60, as compared with G. \$4,442.90 for the month of February, 1927.

In addition to the commercial vessels and launches, 115 Army and Navy vessels transited the Canal during the month. This establishes a new record of 639 for vessels of all classes, exclusive of Canal equipment, and exceeds by 21 the previous high record for transits established in March, 1926, when 609 commercial, 12 launches, 89 Government vessels, and 2 ships transiting solely for repairs. With respect to the amount of tolls collected, the month of March, 1927, is the second largest in the history of the Canal, the amount being exceeded only by that for December, 1923, when G. \$2,335,729.81 was collected on 508 commercial vessels.

P. & O., British India
Apcar and
Eastern & Australian
Lines(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,935	11th June	Marseilles, London and Antwerp.
"MIRZAPUR"	6,715	16th June	Marseilles and London.
"MANTUA"	10,946	25th June	Marseilles and London.
"KHYA"	9,135	9th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	16th July	Marseilles, London, Antwerp & Hull.
"ALIPORE"	5,273	21st July	Straits and Bombay.
"MACEDONIA"	11,120	28th July	Marseilles and London.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	10,919	20th Aug.	Marseilles and London.
"KHYBER"	9,114	3rd Sept.	Marseilles, London, & Antwerp

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	10th June, 2.30 p.m.	Singapore, Penang and Calcutta
-----------	-------	----------------------	--------------------------------

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	28th July	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawau, Timor, Durian, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,000	10th June	Amoy, Moji, Kobe and Osaka.
"KALYAN"	9,144	16th June	Shanghai, Moji and Kobe.
"ALIPORE"	5,273	18th June	Shanghai, Kobe and Moji.
"MACEDONIA"	11,120	24th June	Shanghai, Moji, Kobe and Yokohama.
"NOVARA"	6,988	29th June	Shanghai, Moji, Kobe and Yokohama.
"ARAFURA"	6,000	5th July	Shanghai, Moji, Kobe and Yokohama.
"KASHGAR"	9,005	8th July	Shanghai, Moji, Kobe and Yokohama.
"RAWALPINDI"	10,919	22nd July	Shanghai, Moji, Kobe and Yokohama.
"KHYBER"	9,114	6th Aug.	do.
"MOREA"	10,952	19th Aug.	do.
"KHYA"	9,135	2nd Sept.	do.
"MALWA"	10,886	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG.THE SWEDISH EAST ASIATIC
COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

MARSEILLES, VALENCOIA, ROTTERDAM, HAMBURG,
AND SCANDINAVIAN PORTS.

	Loading about
m.v. "JAPAN"	12th June, 1927
m.v. "BENARES"	31st July, 1927
m.v. "NIPPON"	1st July, 1927

FOR SHANGHAI AND JAPAN PORTS.

	Loading about
m.v. "BENARES"	28th June, 1927
m.v. "NANKING"	14th July, 1927

For further particulars, apply to the Agents—

GILMAN & CO., LTD. G. E. HUYGEN.
Hong Kong Canton.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF TOKIO"	... Hays, London, Rotterdam & Hamburg	13th July
S.S. "CITY OF GLASGOW"	... Hays, London, Rotterdam & Hamburg	13th Aug.

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa. Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF KOBÉ"	... via Suez Canal	13th June
S.S. "CITY OF CHESTER"	... via Suez Canal	17th July
S.S. "CITY OF BEDFORD"	... via Suez Canal	14th August

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

S.S. "COMERIC"	... via Suez Canal	25th July.
----------------	--------------------	------------

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW"	... From Hong Kong	26th July.
---------------	--------------------	------------

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Gullmanse, Ifo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Mollath, Ludorita Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—
Telephone: Central 4791.

THE BANK LINE, LTD.

POST OFFICE NOTICE.

During the interruption of the Hong Kong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hong Kong from 8 a.m. to 10 p.m. The Hong Kong Station is always open and messages are accepted at any time throughout the 24 hours.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superimposed.

The Radio Telegraph Service between Hong Kong and Swatow has been resumed and telegrams for Swatow are now accepted under the same conditions and at the same rates as for Canton.

Parcels Post service between Hong Kong and Ports of the Yangtze west of Hankow is temporarily suspended.

The parcel post service to Russia in Asia via Japan is temporarily suspended.

INWARD MAILS.

FROM	PER	DATE
AMOT...	Intamba ...	8th June
JAPAN AND SHANGHAI ...	Intamba ...	10th June
EUROPE via SINGAPORE (letters and papers, London, 12th May) ...	Intamba ...	10th June
SUEZ & STRAITS ...	Intamba ...	10th June
AUSTRALIA AND HAWAII ...	Intamba ...	10th June
MANILA ...	Intamba ...	10th June
SUEZ AND STRAITS ...	Intamba ...	10th June
MANILA ...	Intamba ...	10th June
SUEZ AND STRAITS ...	Intamba ...	10th June
STRATH ...	Intamba ...	10th June

OUTWARD MAILS.

FOR	PER	DATE
Hochov, Pakhoi and Haiphong ...	Memado Maru ...	Tuesday, 7th, 8.30 A.M.
*Swatow and Bangkok ...	Intamba ...	10.30 A.M.
Swatow, Amoy and Foochow ...	Intamba ...	Noon
Batavia, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 7th July ...	Intamba ...	Reg. 1.45 P.M. Letters 2.30 P.M.
Wei Hai Wei ...	Intamba ...	2.00 P.M.
Manila ...	Intamba ...	3.30 P.M.
Manila ...	Intamba ...	4.30 P.M.
Amoy ...	Intamba ...	5.00 P.M.
Swatow ...	Intamba ...	Wednesday, 8th, 8.30 A.M.
Straits and Calcutta ...	Intamba ...	Parcels Noon Letters 1.00 P.M.
Java via Batavia ...	Intamba ...	Thursday, 9th, 10.30 A.M.
*Victoria, B.C.—due Victoria, B.C., 5th July ...	Intamba ...	10.30 A.M.
Straits ...	Intamba ...	2.30 P.M.
Swatow, Amoy and Foochow ...	Intamba ...	Friday, 10th, 1.00 P.M.
Bandakan ...	Intamba ...	1.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 11th July ...	Intamba ...	Reg. 11th 9.00 A.M. Letters 10.30 A.M. G.P.O. Par. 11th 5.00 P.M. Reg. 11th 9.45 A.M. Letters 10.30 A.M.
Shanghai, Japan, Honolulu & *San Francisco—due San Francisco, 5th July, and EUROPE via Sitori ...	Intamba ...	Monday, 12th, Reg. 9.45 A.M. Letters 10.30 A.M.
Shanghai, Japan, Canada, U.S.A., C.S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 4th July & Europe via Siberia ...	Intamba ...	Tuesday, 14th, Parcels 3.00 P.M. Reg. 4.15 P.M. Letters 5.00 P.M.

* Correspondence respecting vessels' names only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$30,000,000
Reserve Funds:—
Sterling £ 25,000,000
Silver \$12,500,000

Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD,
Chairman.
A. H. COMPTON, Esq.,
Deputy Chairman.
W. H. Bell, Esq., W. L. Pattenden, Esq.,
N. S. Brown, Esq., T. G. Weall, Esq.,
A. Macgowan, Esq., H. P. White, Esq.,
Acting Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES:—
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 25th May, 1927. [26]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Acting Chief Manager.
Hong Kong, 8th March, 1927. [2]

EQUITABLE EASTERN BANKING CORPORATION.
AN AMERICAN BANK.

CAPITAL AND SURPLUS
U.S. \$3,000,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.

LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO. OF N.Y.
38] D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)
BANKERS
ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital.....Guineas 150,000,000-
(\$12,000,000).
Paid-Up Capital.....Guineas 80,000,000-
(\$6,400,000).
Reserve Fund.....Guineas 21,117,340-
(\$1,759,778).
Special Reserve.....Guineas 22,680,000-
(\$1,888,330).

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Batavia, Bandoeng, Bombay, Calcutta, Cebu, Hongkong, London, Lyons, Manilla, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.

O. STEENSTRA, Manager.

THE BANK OF CHINA.
行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 26th of November, 1917.)

AUTHORIZED CAPITAL.....\$60,000,000.00
PAID-UP CAPITAL 10,760,000.00
RESERVE FUND 9,864,368.68

Head Office:—PEKING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITY TRUST CO. OF NEW YORK, THE COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

TSUYEE PEE, Manager.

HONG KONG, JANUARY 10th, 1926. [30]

FOUR

good

THE BLEND
IS
OF
THE
FINEST
VIRGINIA
TOBACCO

THE
MOISTURE
PROOF
AND
AIR-
TIGHT
PACKINGS
ENSURE
PERFECT CONDITION
IN ANY CLIMATE

THE MODERATE
PRICE!
MADE
POSSIBLE
BY THE
TREMENDOUS
RESOURCES
AND
BUYING FACILITIES
OF THE
MANUFACTURERS

why you should smoke CAPSTAN

THEY NEVER VARY

ED-542 This advertisement is issued by the Bank of India.

THE MERCHANT BANK OF INDIA, LIMITED.

Head Office:
14, Gracechurch Street, London, E.C. 4.

Authorized Capital.....£23,000,000
Subscribed Capital.....£1,800,000
Paid-up Capital.....£1,050,000
Reserve Fund and Reserves.....£1,545,887

BRANCHES:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 19th April, 1927. [29]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up Yen 100,000,000
Reserve Fund Yen 92,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
Alexandria, Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Loans granted on Approved Securities.
Special facilities for domestic exchange.

TSUYEE PEE, Manager.

HONG KONG, JANUARY 10th, 1926. [30]

BANQUE DE L'INDO-CHINE.

Head Office:
86, Boulevard Haussmann, Paris.

Subscribed Capital.....Fr. 75,000,000.00
Paid-up Capital.....Fr. 68,400,000.00
Reserve FundFr. 59,384,519.10

BRANCHES:
Bangkok, Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 19th April, 1927. [29]

THE BANK OF EAST ASIA, LIMITED.

Head Office: HONG KONG.
No. 10, DES VEXES ROAD CENTRAL, HONG KONG.

Authorized Capital \$10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,200,000

BRANCHES AND AGENCIES:
Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Loans granted on Approved Securities.
Special facilities for domestic exchange.

TSUYEE PEE, Manager.

HONG KONG, JANUARY 10th, 1926. [30]

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 45,000,000
Paid-up Capital Yen 20,876,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Gilan, Kagi, Karento, Keelung, Makong, Nanto, Shichiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taio.

CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.

OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

THE LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines, Islands, Java, Africa, and elsewhere.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI, Manager.
HONG KONG BRANCH,
8, DES VEXES ROAD, CENTRAL
Hong Kong, 11th May, 1926. [27]

THE BANK OF CANTON, LTD.

Established 1913.
HEAD OFFICE: HONG KONG.

Hong Kong Currency
Authorized Capital.....\$11,000,000
Paid-up Capital 8,764,000
Reserve Fund 850,000

BRANCHES:
CANTON, SHANGHAI, HANKOW, SWATOW, HONGKONG, NEW YORK and SAN FRANCISCO.

London Bankers:—THE LLOYDS BANK, LTD.

Correspondents in all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK POON SHAN, Chief Manager.

HONG KONG, 21st March, 1927.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1888.
HEAD OFFICE: LONDON.

Paid-up Capital £24,000,000
Reserve Fund £24,000,000
Reserve Liability of Proprietors £28,000,000

AGENCIES AND BRANCHES:
ALGER, ALEXANDRIA, AMSTERDAM, ANKARA, ANTWERP, AUSTRIA, BATAVIA, BEIRUT, BOMBAY, CALCUTTA, CANTON, CEBU, CHINA, COLOMBO, HANKOW, HONGKONG, Kobe, LONDON, LYONS, MANILA, MEDAN, NEW YORK, Peking, SHANGHAI, SINGAPORE, SOERABAYA, TAIPEI, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

J. R. GEORGE, Manager.
Hong Kong, 7th March, 1927. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France.)
1, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up Frs. 40,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 13,276,000

BRANCHES:
Paris, Lyons, Hongkong, Canton, Peking, Tientsin, Shanghai, Hankow, Soerabaya, Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLET, Manager.
Hong Kong, 31st April, 1927.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"DIOMED" 14th June Mars, L'don, R'dam, H'burg & Hull.
"SARPEDON" 28th June Mars, L'don, R'dam & Glasgow.
"AUTOMEDON" 12th July Mars, L'don, R'dam & H'burg.
* Calls at Cebu.

LIVERPOOL SERVICE.

"THESUS" 30th June Genoa, Havre, Liverpool & Glasgow.
"OANFA" 20th July Genoa, Havre, Liverpool & Glasgow.
"ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via Kobe & Yokohama).
"TALTRYBIUS" 9th June Victoria, Vancouver & Seattle.
"ACHILLES" 23rd July Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"AGAPENOR" 3rd July New York, Boston & Baltimore.
"HELENUS" 31st July New York, Boston & Baltimore.

PASSENGER SERVICE.

"SARPEDON" 29th June Singapore, Marseilles & London.
"PATROCLUS" 27th July Singapore, Marseilles & London.
"ANTENOR" 24th Aug. Singapore, Marseilles & London.
"HECTOR" 5th Oct. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to:—
Butterfield & Swire.
Agents.

Printed and Published by OLIVER THOMAS BARNARD, for the Hong Kong Daily Press, Ltd., at 11, Chater Road, Victoria, Hong Kong. London Office: 21, Bride Lane, Fleet Street, E.C. 4.